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P. 24

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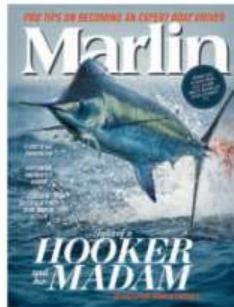
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64

**ON THE COVER**

While in Panama, photographer Jessica Haydahl Richardson captured this spectacular image of an airborne black marlin heading toward the transom.

**FEATURES****42 Tales of a Hooker and Her Madam**

An exclusive excerpt from Capt. Skip Smith's new book, *Tales of a Hooker and Her Madam*

BY CAPT. SKIP SMITH

52 Uncharted Waters of Gabon

New access to the Atlantic waters off western Africa provides a hot new fishery for intrepid anglers

BY CORKY DECKER



42

58 Get a Feel for the Boat

Maximize your chances for a clean release or gaff shot by driving the boat right

BY KARL ANDERSON

64 The Quest for 1,000 Swords

Capt. Brett Holden and the crew aboard *Booby Trap* tackled the unimaginable

BY ANDREW COX

70 Australia's Other Marlin Fishery

Exmouth offers outstanding action for blues as well as blacks

BY BONZE FLEET

DEPARTMENTS**8 Editorial****16 Letters****18 Blue Water Currents****24 Conservation****28 Tips & Techniques****34 Ship's Systems****40 Electronics****76 Hot Shots****78 New Products****82 Lines In****86 Boats of Interest****90 Travel Briefs****99 Marlin Marketplace****105 Charter Boats/Resorts****109 Brokerage****130 Off the Deep End**

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EDITORIAL



Around the Bend

I have a friend who likes to say, "If you do what you always did, you get what you always got." *Marlin* magazine has not undergone any substantial redesign in quite some time. Most of the columns and departments look much like they did 15 or even 20 years ago, and we all joke that when you lay several dozen issues on a desk, every cover looks much like the next one and it's hard to tell them apart.

This formula has served *Marlin* well for a long time. Contrary to what some folks might believe, we don't do it that way because we're incapable of doing it any other way; we do it because it works, and because you, our readers, have consistently told us you like it. So given all of these facts, we're about to embark upon a new journey in a somewhat different direction.

Why would we tamper with success, you might ask, and why now? Because we believe we can make *Marlin* better, more enjoyable, more informative, more timely and more relevant to you. *Marlin* can no longer be considered just a magazine; it's now a brand with many channels from which we can deliver top-quality content. The magazine is but one of those channels.

We also have our recently redesigned website, marlinmag.com; our excellent event series, Marlin University; and a well-established presence on

multiple social media outlets, including Facebook, Instagram and Twitter. In addition to great print content, we can now give you video, photo galleries and news from around the offshore fishing world on a real-time basis.

Given the changes media have gone through in the past decade, we feel we

"Marlin can no longer be considered just a magazine; it's now a brand with many channels from which we can deliver top-quality content. The magazine is but one of those channels."

have to change *Marlin* to better serve you. Our magazine redesign debuts in the November issue, and some content will move from print to digital because digital distribution makes more sense for certain types of information. We'll also be introducing lots of fresh, new content across all of our channels.

One of the first changes takes place with this issue as Editor at Large Dave Ferrell takes over our back-

page column from Peter B. Wright, who has written the Wright Way column for us since 2002. Pete will concentrate on Marlin University and blogging on his own website, and we wish him the best.

Change can be unsettling, but rest assured that *Marlin* magazine will always bring you great stories about the top destinations and cutting-edge tactics, and the fascinating people who make up our sport, along with incredible photography and great historical perspective. That's been our core mission for almost 35 years, and that part of what we do will never change.

I'm looking forward to hearing your feedback.

John Brownlee

Editor-in-Chief

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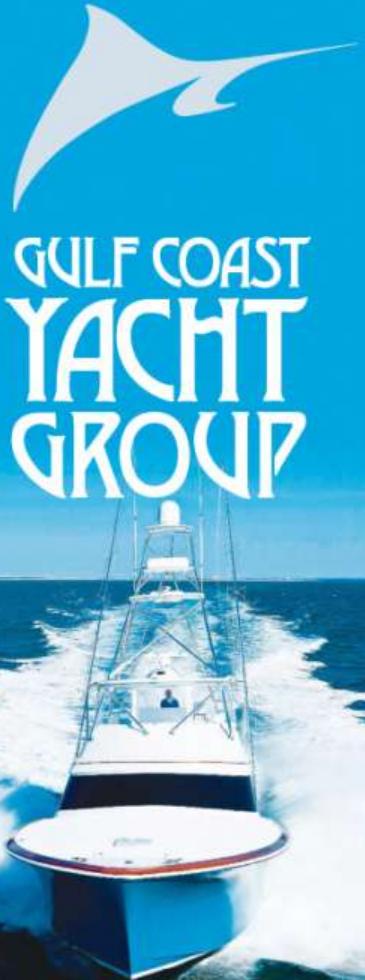
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LETTERS

FIRST ON SPIN

AFTER READING YOUR REPLY about marlin caught on spin gear [Letters, April/May 2015; "Amazing Spinners"], I dug through my files to find an ad from the Garcia Corp. I caught a marlin in 1955 — yup! 60 years ago — using a Mitchell 302. I replaced the bail with a manual roller and replaced the drag with a Penn drag on an 8 1/2-foot Silaflex two-piece rod. I have no idea if it was the first marlin on spin, but I do know it created big interest in Mazatlán that day



(drinks on the house!). Shortly, word reached Garcia, thus the ad. Four years later, I became a rep for Garcia, which lasted for many years. I so enjoy *Marlin* magazine, as well as your other two publications. It makes for good reading and fond memories.

Dick More

Evergreen, Colorado

THE MARLIN

I am an artist (paintings and charcoal drawings). I also have written some short stories, and I've had one small piece published in a local paper. I have just begun to write poetry, and I sent a poem that I consider my best. Thank you in advance for your time, and I look forward to your response.

"The Marlin"

The ocean is vast
The water runs deep
My line I now cast
There's no time for sleep
The size of the fish
Takes my breath and I pause
He runs with my line
The hook firm in his jaws
The battle is on
I'm in for a fight
His colors burst forth
Blue, yellow and white
The spray of the water
The blue of the sky
The sound of the Ocean
The marlin and I

Deanna Rash
Romeo, Michigan

FROM THE MARLIN FACEBOOK PAGE

Karl Anderson's review of the Hatteras Yachts 45EX [Boats of Interest, August/September 2015] generated a lot of buzz on Marlin's Facebook page (facebook.com/marlinmag).

Ryan Oros You folks at Hatteras sure took this boat one step above what Cabo did. I like the one-piece windshield and painted hull. It really makes the boat pop.

Tom Turkington Beautiful girl.

William Wright Best send one to me to try out. My season starts in November.

Jeff Schuman Scott Cole, this is baller status! One day, my friend, one day! I will make it to the West End quickly!

Bryan Fonte Perfect.

Thomas Utley Let it happen, captain!

Kerrie-Leigh Smith Boler Awesome, and it can fish!

SOUND OFF! You have three options for submitting your letters to the editor: **[1] EMAIL:** Send email to editor@marlinmag.com. **[2] MAIL:** Write *Marlin Magazine*, Letters, 460 N. Orlando Ave., Suite 200, Winter Park, FL 32789. **[3] FAX:** 407-628-7061. You can also sign up for *Marlin's* newsletter at marlinmag.com/newsletter.

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Big Oh Finishes in Cape Verde with a Grander, and Ingram Passes 1,000 Blues



Big Oh finished its three-year trip to Cape Verde with a 1,254-pounder. Gray Ingram eclipsed the 1,000-blue-marlin milestone.

Wrapping up their final season and three-year trip to Cape Verde, owner Gray Ingram, Capt. Ronnie Fields, and mates Kyle Francis and Nick Bovell had a memorable 2015 blue marlin season aboard *Big Oh*,

finishing with 205 blue marlin in 49 days of fishing. Not only did Ingram surpass his own 1,000-blue-marlin milestone, he also landed a 1,254-pound blue on July 3, his largest blue marlin to date. It's a rare occurrence for Ingram, the reigning Billfish Foundation top tagging angler for the Atlantic, to land a marlin, but the catch fulfilled his lifelong dream of catching a grander. The crew fought the fish, hooked on a pitched bonito on an 80-wide reel, for over five hours and landed it more than 6½ miles from where it was hooked. At the 4½-hour mark, Capt. Brad Philipps, fishing aboard the nearby *Hooker*, jumped in

the water to deliver additional gaffs and help in landing the fish.

THE BILLFISH FOUNDATION ANNOUNCES 2015 RYBOVICH AWARD WINNERS

The Billfish Foundation will recognize Capt. Randolph "Bouncer" Smith, of Miami, and John W. Jolley Jr., of Boynton Beach, Florida, with its prestigious Rybovich Lifetime Conservation Award during TBF's annual gala, held this year



From left: Capt. Bouncer Smith and John Jolley Jr. will receive TBF's Rybovich Lifetime Conservation Award in November.

on Nov. 6, 2015, in Fort Lauderdale Beach, Florida. The award is named in honor of the late John Rybovich, a pioneer in billfish conservation and sport-fishing-vessel design.

Smith, who fishes aboard *Bouncer's Dusky*, a 33-foot Dusky center-console, has supported billfish conservation for decades, providing a voice on the docks for responsible sport-fishing techniques and practices. Smith leads by example, releasing all his billfish and tagging most of them. Smith began fishing in Michigan, and on family vacations to Miami, he learned how to catch and rig his own ballyhoo for sailfishing. When he moved to South Florida in 1957, he worked on drift boats, and in 1968, became a licensed captain. Smith brought kite-fishing to Fort Lauderdale and also promoted the use of downriggers. In 1978, he began fishing aboard a Dusky and became a leader in the development of light-tackle angling, setting many world records. Awarded and recognized by many organizations for his commitment to fish conservation, Smith has deployed more than 1,000 TBF tags and had dozens of recaptures.

For decades, Jolley supported credible fish science and science-based solutions to management challenges. Jolley's early career as a biologist for the State of Florida's Department of Natural Resources Marine Research Laboratory



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provided him with an excellent foundation for serving on the Scientific and Statistical Committee for the Gulf of Mexico Fishery Management Council and as a scientific adviser to the Atlantic States Marine Fisheries Commission as well as the South Atlantic Fishery Management Council. John is a longtime member of the West Palm Beach Fishing Club, where he served as president for 30 years and today serves as science adviser.

**STREAM WEAVER AND FISH TANK
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BACK-TO-BACK DAYS**

One day apart and in two different oceans, the crews aboard *Fish Tank* and *Stream Weaver* both released triple grand slams. Fishing out of Los Sueños, Costa Rica, the crew aboard *Fish Tank* caught its slams on July 24 during a trip to the fish aggregating devices, where it released three striped marlin, four blue marlin

Stream Weaver (top left) released three blues, three sails and three whites off North Carolina the day after *Fish Tank* (left) released its triple grand slam off Costa Rica.

COURTESY STREAM WEAVER (TOP), COURTESY FISH TANK (BOTTOM)

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BLUE WATER CURRENTS

and three sailfish during its second day of fishing. Anglers Chris and Laura Jessen, along with mates Justin Petrilli and Erick Martinez, and Capt. Ben Horning tacked on another slam the following day and ended the trip 14 for 17 on blues, four for four on stripes and five for seven on sailfish. *Fish Tank* completed its season in Los Sueños with 1,201 billfish, and owner Chris Jessen said about its final trip, "I couldn't ask for a better way to end our first season in Costa Rica. My first striped marlin, my first personal slam and a triple slam for the boat. Simply amazing, and we truly can't thank our captain and crew enough. We fished hard this year, and we are ready to do it again next year!"

In the Atlantic, fishing in the Dare County Boat Builders Tournament, the crew aboard *Stream Weaver* released its triple grand slam during the second day of the tournament on July 25. Capt. Mike King and mate Tim Kidwell worked to help put anglers Watson Caviness, Page Robertson and Watson Caviness Jr. in position for the momentous day, and won the tournament to boot. Watson Caviness Jr. also released his first personal grand slam.

NOMAD RELEASES 79 BLUE MARLIN IN SIX DAYS

Capt. Randy Baker and the crew of *Nomad* had the trip of a lifetime during a six-day trip to the seamounts off Los Sueños, raising 160 blues and releasing 79 out of 109 bites. On their way to the seamounts, Baker and his crew, consisting of owner/angler Paul Beaulieu and mates Brandon Walton, Tom Capaccio



Capt. Randy Baker and *Nomad* caught 79 of 109 blue marlin while fishing near a floating log they named Wilson during a six-day trip in Costa Rica.

and Andres Fernandez Madrigal, came across a floating log that turned out to be the golden ticket to a memorable trip. The crew drifted with the log, nicknamed

Wilson, for six days and more than 100 miles. Baker and crew caught four double-headers the first day, finishing 18 for 27, one for one on striped marlin and one for one on sailfish, completing the slam. The following days, the crew went 20 for 26, 23 for 30, eight for 10, four for eight and six for eight on blues. In addition to an impressive trip for the entire team, on July 11 Baker became the only person ever to catch 20 blue marlin in a single day in both the Atlantic and Pacific oceans.

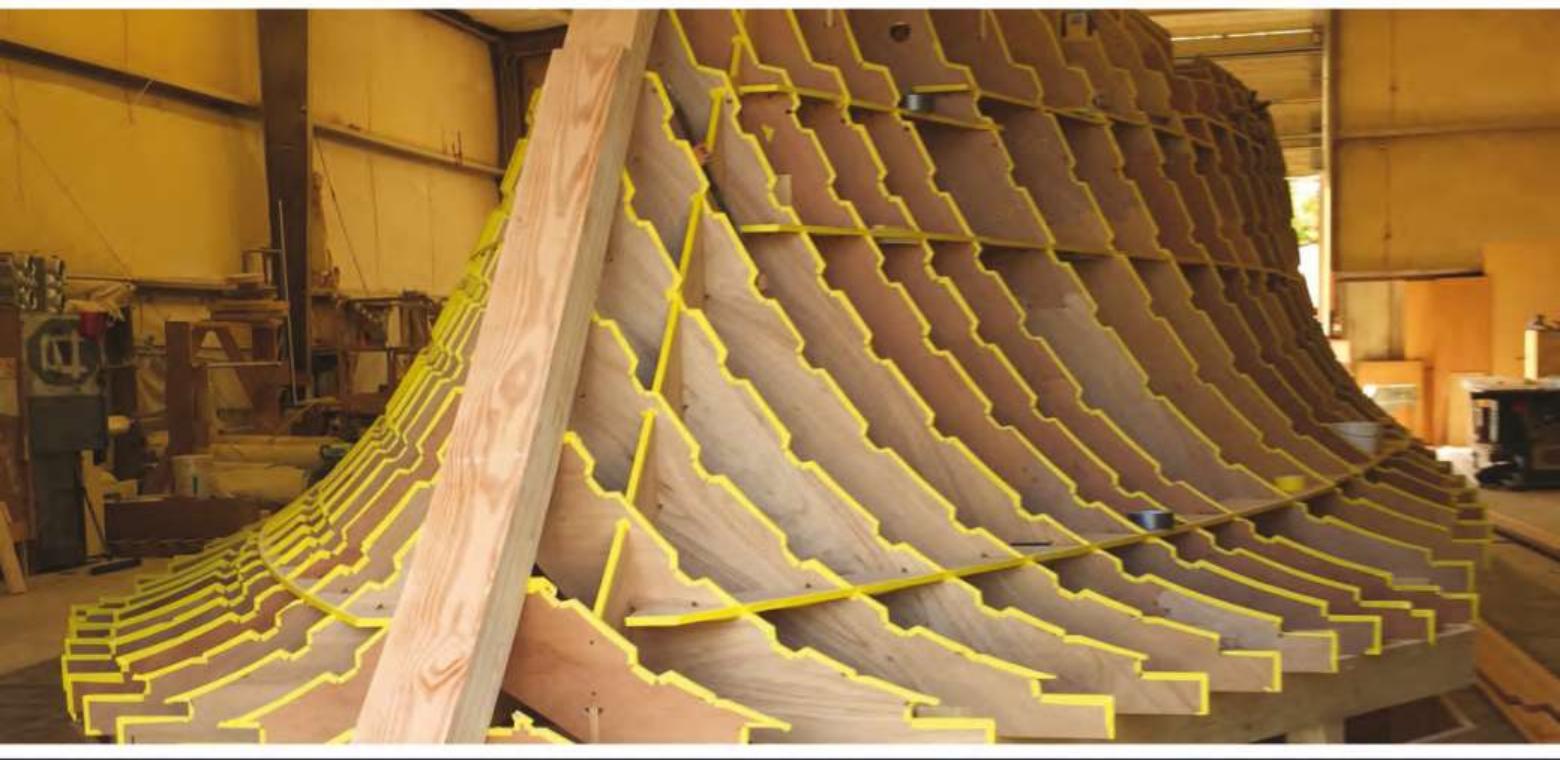
SEA SPUD CATCHES 1,000 BLUE MARLIN IN COSTA RICA

In just over 17 months since arriving in Quepos, Costa Rica, Capt. Pete Rae aboard *Sea Spud* released his 1,000th Pacific



Owner Pat McCotter, Capt. Pete Rae and the crew aboard *Sea Spud* (top) tallied their 999th and 1,000th Pacific blue marlin releases in 17 months fishing in Costa Rica (above).

blue marlin in just 194 days of fishing, averaging roughly six blues per day. In that time, he also released 150 sailfish, 27 striped marlin and eight black marlin. His total blue marlin count now tops 1,150 from the boat's tenure in North Carolina. *Sea Spud*'s owner, Pat McCotter, also surpassed the 700-blue-marlin mark during his time in Costa Rica. On its best day, the crew went 25 for 33, and in a recent four-day trip, 57 for 71. ☀



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Changing Weight Classes

IS IT TIME TO INCREASE THE MINIMUM WEIGHT FOR ATLANTIC BLUE MARLIN IN TOURNAMENTS?

One of the most highly anticipated moments in all of big-game fishing – aside from watching a marlin charge a teaser or a lure – is when a weighmaster hits the switch to display the weight of a marlin during a big-money tournament. This excitement drives the crowds to attend tournaments and allures teams to bet big and fish hard. Not many people will ever see 899.6 pounds displayed on a Jumbotron, as we saw during the Emerald Coast Blue Marlin Classic in June, let alone have the opportunity to catch a fish of that caliber. This new tournament record is among the largest blues caught during the past couple of years in tournaments. Unfortunately, we are still seeing a high number of smaller fish weighed in tournaments as well,

usually not winning any money. This has led many in the sport-fishing community to question whether it is time to raise the minimum size for Atlantic blue marlin in tournaments.

Current regulations allow individual tournaments to set their own minimum length as long as it meets or exceeds the federal minimum of 99 inches established by the National Marine Fisheries Service. Without delving too far into the fecundity and spawning behavior of

these large fish, differences exist in the growth curves of male and female blue marlin. Just like humans, not every fish of the same length is the same weight. However, if you compare the 134.5-inch length and 74-inch girth of the nearly 900-pounder mentioned before, it absolutely dwarfs that of a legal-size

A blue marlin over 500 pounds is usually needed to win, but subpar minimum lengths encourage landing a smaller fish.

fish. As many others I've talked with agree, seeing a 300-pounder hang from the scales is nowhere near as impressive as seeing a fish over 500 pounds.

IN THE NUMBERS

I can count on one hand the number of major billfish tournaments won during the past two years with a landed blue marlin weighing less than 500 pounds. Sure, there were plenty of fish weighed below the threshold, but in a majority of the tournaments, the top three places were all over the mark. Of those that fell short of 500 pounds and won a tournament, all of them exceeded 400 pounds. In many cases, smaller fish in the 300-pound class were weighed that neither won nor earned much calcutta money, if any at all.

That's a waste, in my opinion, but a gamble teams are willing to take considering the large potential winnings and the fact that it meets tournament requirements. A small fish certainly could win a big-money tournament if a larger fish isn't landed to trump it, but the odds during the past couple of years lead me to believe a 300-pounder generally won't cut it. In many situations – often depending on how the team bets – the crew might have been better off releasing the fish and hedging its bet in the release category rather than the kill. Tournament fishing is a gamble, but it doesn't need to be wasteful.

ON THE SAME PAGE

Modified-release tournaments are an effective approach, where applicable, but not always possible in multiday tournaments in which boats don't return to the docks daily. In order to make greater conservation strides, tournaments need be on the same page with consistent minimum lengths. For example, in the four stops of the Gulf Coast Triple Crown series there are three different minimum lengths. Tack on the individual club tournaments and you add even more inconsistency for teams from one week to the next. Recreational fishermen are allowed by regulation to harvest a total of 250 Atlantic blue and white marlin combined, and we're not coming anywhere close to killing that many fish. So the motivation to reduce the overall number of marlin landed would be to stop unnecessary waste rather than meet federal or international mandates.

Although they're all slightly different, many tournaments already have taken



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steps to increase the minimum size of blue marlin that come to the scales in their events. The Mobile Big Game Club has the highest minimum length requirement in the Gulf: 106 inches. In the Carolinas, many of the tournaments require a 110-inch minimum or 400 pounds, and the White Marlin Open in the mid-Atlantic uses a minimum weight of 500 pounds *and* a minimum length of 105 inches. In many tournaments, if a boat weighs a fish that does not meet

the required minimums, the team is disqualified from the tournament entirely. That makes a crew think twice before gaffing a fish.

According to a table of estimated weights I was given by a National Oceanic and Atmospheric Administration scientist, a 99-inch blue marlin is estimated to weigh 317 pounds, and a 110-inch blue marlin is estimated to weigh 452 pounds. A 500-pounder is estimated to measure 113 inches in length, and while these

are just estimates that can easily vary, it gives us a starting point for a discussion on what should be done. With what is known, and by combining the rules of several current tournaments, a minimum of 500 pounds *or* 110 inches is not an unrealistic bar to set.

In addition to the increase in minimums, if tournaments followed suit and combined the kill and release categories into one overall blue marlin category, it would give greater incentives for teams to release fish instead of killing them, and actually increase the calcutta instead of splitting it into two different pots. If tournaments set a 500-pound minimum with a one-point-per-pound value given to a killed fish and awarded 500 points per released billfish, crews would have no reason to kill anything under 500 pounds. Catch a larger one and you have a leg up, but release two fish and you are ahead of the team that killed just one fish.

This change won't occur overnight, but it is something we can do collectively without needing to alter federal regulations. Increases in minimum lengths or weights during tournaments would have lasting impacts on the fishery. ☀

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White Marlin Open.....	551

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Bastante	972.7
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Mississippi Gulf Coast.....	843.7
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Tips & Techniques



NO MORE CUTOUTS

ALL SPORT-FISHING BOATS sport a pair of outriggers in order to widen the spread and get more lines trolling behind the boat. Most serious sport-fishers now come with a set of triple-spreader outriggers if the boat is over 50 feet or so, and it requires quite a bit of effort to raise and lower such long and heavy

outriggers each day for the runs out and back. With the longer riggers comes a more forward placement, causing the locking arm and lifting rope to sit about halfway up the flybridge. Some guys will put a U-shaped cutout in their curtains to get to the lifting rope and locking arm. On *Dirty Business*, Capt. Newt Cagle doesn't like the look or lack of efficiency of the cutouts. Instead, he mounts a pulley on the brow rail above the flybridge and runs his lifting rope through the pulley and down to his rigger. With this setup, he doesn't have to unzip anything or have an unsightly cutout in his curtains.

Dave Ferrell
Orlando, Florida

CLEAN SCREENS

Scrubbing your boat's bottom monthly, and in some locales even more frequently, is part of the never-ending maintenance routine necessary to keep a boat running at 100 percent efficiency.



Installing a pulley on the brow rail (top) allows for outriggers to be lowered and raised without a need for cutouts (above).

However, after several months in the water, the screens for through-hull openings become quite dirty and are often clogged with marine growth, even after a good going over with a wire brush and poking at the holes with an ice pick. For this reason, I carry a spare set of screens that I swap out every three to four months. I spray the spares with Pettit Prop Coat Barnacle Barrier 1792, a gray spray paint that comes in 16-ounce



Screens on through-hull openings need to be cleaned and painted to prevent clogging from marine growth.

cans. I also replace the stock brass Phillips machine screws that hold the screens in place with stainless hex bolts. Hex heads make it easier to remove growth-covered bolts underwater. I use a fresh set of bolts, with a little Tef-Gel (tefgel.com) on the threads to help them come out easier later on, when swapping out screens. After removing the old screens and bolts, soak them in Barnacle Buster overnight, then clean with a wire wheel. Repaint the screens a day or two prior to swapping them out to make sure the paint is at its freshest.

Capt. Randy Baker
Destin, Florida



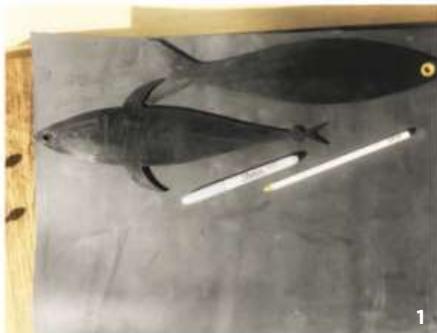
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1



2



3

HOMEMADE MUDFLAPS

For a fraction of the tackle-shop prices, and with a little eBay shopping and time, you can manufacture and customize your own mudflap teasers. Go on eBay and search for neoprene sheet rubber with a thickness of $1/8$ inch and a durometer of 50, the most flexible grade for optimal action. The material comes in rolls and sheets with a variety of widths (3 to 36 inches). I use the 3-inch sheet most of the time, and you can make the teaser as long or as wide as you wish depending on the material you can find. You will also need a $1/4$ - or

$3/8$ -inch brass or stainless grommet kit. For the shape of the fish, either come up with your own pattern or, if you have a store-bought mudflap, trace the pattern out on the neoprene material. On my pattern, I do not add the pectoral fins on the sides of the flaps because I can fit more flaps on the material. Plus, you never see tuna swimming with their fins out when they're being chased; instead, they fold them back to swim faster. Once you have the outlines, cut them out with a good pair of scissors or a razor knife. With a razor knife, remember to use a disposable

Do-it-yourself mudflaps are easily made from your own fish pattern on neoprene sheet rubber (1), cut out to optimize space (2) and finished with a grommet kit (3).

piece of wood for a cutting board because you will definitely damage the surface you are cutting on. Once you have all your custom mudflaps cut out, take the grommet kit and use the tools provided, along with a hammer, to punch a hole in the front of the new flap and add the grommet. I use the custom mudflaps on dredges, rigged in tandem to replace a squid-chain teaser

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AN EYE ROUGHLY
THE SIZE OF THE
PERIOD AT THE END
OF THIS
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Tips & Techniques

or behind a Hawaiian eye on the back of a chain teaser. The best part is that they are one-fifth the price of buying them at the tackle store.

Capt. Pete Rae

Wilmington, North Carolina

SIMPLE BIMINI INDICATOR

We all look forward to that moment in a long fight when the double line appears. When fishing tournaments, it is also crucial that when the wind-on



A simple waxed-floss indicator on the Bimini allows captains and mates to easily identify when the leader is close.

or swivel touches the rod tip, the fish is counted as a release. The Bimini can be hard to see when backing down and white water is being thrown everywhere. Consequently, I have begun wrapping my Biminis with red waxed floss to aid in seeing the double line. It's bright enough to where I can see it from the bridge and my mate can identify it in the white water and ready himself for the leader. To do this, simply take 12 inches or so and whip the Bimini with a series of half hitches. It also helps to hold the tag end flush with the knot.

Capt. Woody Woods

Orange Beach, Alabama

KEEP THE RUST OFF

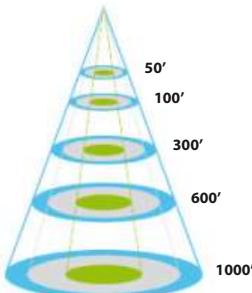
When I live-bait for blue marlin in the Gulf, I like to use Eagle Claw tournament circle hooks because they are chemically sharpened. The average size I use is 20/0, but I also use anywhere in the range of 13/0- to 24/0-size hooks depending on the size of the bait. Those specific hooks are susceptible to rust after being in the water soaking with a live bait. If we need to swap out a bait because one dies, I go ahead and swap



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Depth	PM111LM/LH 15° Beamwidth	PM111LHW 25° Beamwidth	PM411LMW 40° Beamwidth
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100 ft	26 ft	44 ft	73 ft
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600 ft	160 ft	270 ft	440 ft
1000 ft	260 ft	440 ft	730 ft



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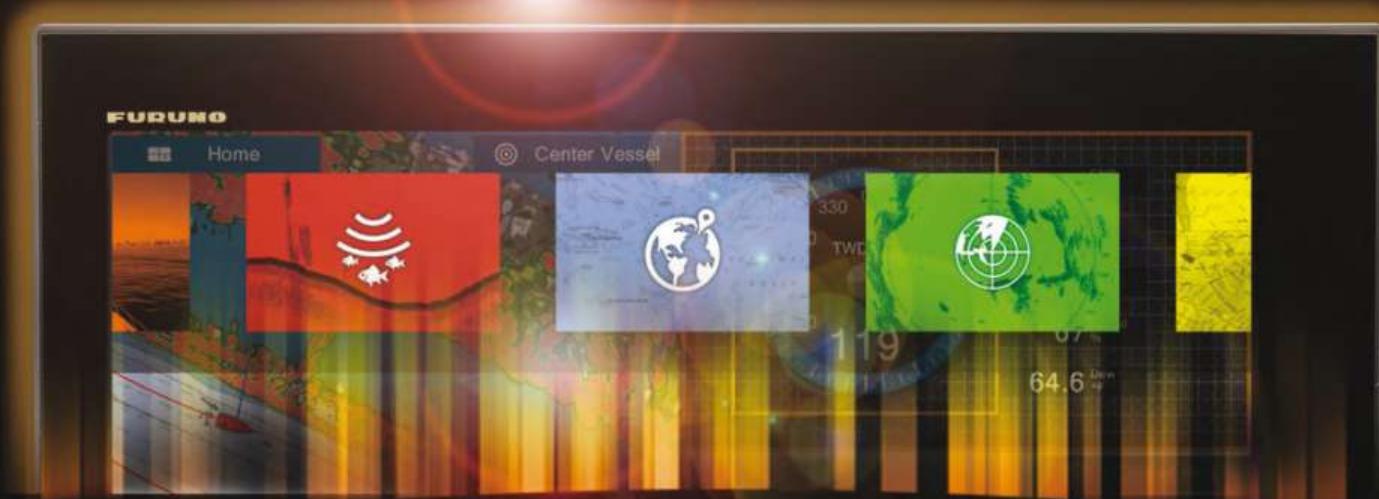
out the hook as well. To prevent any kind of rust on them between uses, I paint the entire hook, not just the tip, with a permanent marker. I find that a broad-tip black marker works best to get the job done. The hooks aren't cheap, so keep them painted!

Capt. Stan Blackman

Destin, Florida



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Keeping the Bottom Clean

ANTI-FOULING PAINTS OFFER MORE CHOICES THAN EVER

Selecting the right anti-fouling bottom paint will increase efficiency throughout your season and keep your overall maintenance costs down as well. Looking at the big picture, you should consider variables that influence the fouling situations in your areas of use. Boats that travel have different requirements from boats that mostly stay in the same area all year.

These variables include small differences in pollution, drainage outfalls, intrusion from fresh water, speed of water flow from the tide or natural current, and particularly, the amount of shade or sunlight the boat is in throughout the day when it is sitting at the dock, all of which will affect fouling growth. Different water qualities and temperatures create different types

of fouling, such as barnacles, weeds, grass or slime.

Another consideration is how the boat is used. A boat that sits in a slip or is kept on a mooring will require a different bottom paint from a boat stored in a dry rack or living on a trailer. Is the boat kept in the water year-round, or is it hauled out after the summer season? Asking these questions when considering the

Removing old layers of bottom paint can be messy (left), but it has great benefits in terms of improved performance.

type of anti-fouling needed will help you determine what specific products work for your specific situation.

GET THE RIGHT ONE

Choosing the correct product and having it applied properly will help keep growth to a minimum and reduce the amount of work your boat bottom requires. When changing bottom paints, you need to be sure that the new paint is compatible with what you have previously used. Some paints are not compatible, meaning your new paint will not work properly. Making sure your bottom surface is clean, smooth and properly prepared for good adhesion and coverage is key to getting the best life from your bottom paint.

Over time, your boat's bottom can become rough, and the actual hull might need some attention; removing the old paint to expose the bottom surface is the best option. There are several ways to get there: good old-fashioned sanding, which is labor intensive, costly and time consuming; media blasting with sand or glass beads, which creates more work to be done to the surface once complete; or the popular soda blasting, which is less harsh on the surface and more environmentally friendly.

A CLEAN START

Once clean of old paint and debris, the bottom can be examined for scars, holes,

Running gear requires special attention because moving parts tend to shed paint more quickly than hull bottoms or sides.



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SHIP'S SYSTEMS

scratches and delamination that need to be addressed and filled with epoxy, then prepped for a barrier coat that is compatible with your manufacturer's bottom paint. Products like Pettit Protect or Tie Coat Primer, and Interlux's Interprotect products, are designed to help create a barrier for the hull surface to reduce osmotic blistering on gelcoats as well as create a good chemical bond with the bottom paint.

Manufacturers have invested a great



Ablative paints wear off as the boat moves through the water and can be especially effective at keeping slime growth at bay.

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deal in advancing their bottom-coat systems to give you the best life for your situation. The complex chemistry and development of cleaner, more environmentally friendly paints that are increasingly required by state and federal regulations are costly, but have yielded improved results for the environment and the bottom of your boat.

SEVERAL CHOICES

There are several different types of bottom paint, the most popular being a self-polishing copolymer (SPC), such as Interlux Micron 66. Not recommended for freshwater applications or for the do-it-yourselfer, SPC anti-foulings work because a patented resin reacts with salt water in a controlled way. The chemical reaction controls and sustains the release of biocides for the lifetime of the paint. This reaction takes place at the same rate whether your boat is underway or docked.

Another type of paint is an ablative, such as Pettit's Ultima SR, Horizons and Vivid, and Interlux's Fiberglass Bottomkote ACT and Pacifica Plus. Ablative paints wear away with use and need vessel movement to stay active. The paints wear in plates to expose fresh bottom paint, which helps reduce buildup, maintenance and preparation when it is time to reapply. Ablative paints can be applied over most other types of anti-fouling coatings.

Controlled solubility copolymers (CSC), such as Pettit's Neptune 5 and Hydrocoat, and Interlux's Micron Extra with Biolux and Micron CSC, are partially soluble. As water passes over the surface of the coating, the paint wears like a bar of soap — the more you use it, the smoother it gets — and it polishes itself with the boat sitting idle.



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in the current. Water passing over the surface of the paint reduces its thickness at a controlled rate, always leaving the surface with fresh biocide throughout the season.

CSCs perform well in areas with high fouling characteristics, and their longevity is related directly to the applied thickness. These ablative-type paints are best for trailered boats because they can go in and out of the water and remain active. They also work on winterized boats, so they are also referred to as multiseason products. The hard anti-foulings, or contact-leaching types, such as Pettit's Trinidad and Trinidad SR, Unepoxy, and Vivid, and Interlux's Ultra-Kote, Ultra with Biolux and VC Offshore with Teflon, are anti-foulings that dry to a porous film imparted with biocides.

CONTROLLED RELEASE

The biocides in the paint leach out on contact with water, and the amount of biocide released steadily decreases as the season progresses until there is not



enough biocide to prevent growth. Once the biocide is used up, the hard paint film remains on the boat. These paints do not retain their ability to prevent growth once they are out of the water, so they cannot be hauled and relaunched without being reapplied. The largest benefit to this type of paint is its ability to resist rubbing and abrasion, making it ideal for boats that have divers scrub their bottom regularly.

Bottom-paint manufacturers have

Hard growths are particularly troublesome and grow faster in warm, nutrient-rich waters. Strong biocides help fight them.

multiple solutions to give you the best protection possible for longevity, color and durability, given your particular needs. With the right application and product, you will have better efficiency throughout your season and protect the subsurface of your boat, which is a critical part of your boat's maintenance.

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Digital Radar Rules

INCREASED ACCURACY, RANGE AND DETAIL ARE ALL NOW AVAILABLE IN DIGITAL RADAR, WHICH REQUIRES LITTLE OR NO WARM-UP TIME AND DEMANDS FAR LESS POWER

Digital radars, defined by terms such as broadband or high definition, have been coming along for more than five years. They power up almost instantly and offer target resolution often capable of reflecting a floating coconut, and when accidentally left on in the marina, do so without endangering people nearby.

But in early models, there was a downside too. Namely, they had shorter range — usually less than 25 miles — and their signal was a high-frequency pulse that couldn't consistently reflect bird activity, a real disadvantage to sport-fishers. Newer models can both discriminate between a boat and its nearby tender, and reach out and ping birds dozens of miles out there to let a guy know where to start hunting.

RAYMARINE SUPER HD COLOR

A big part of what happens in radar happens after the signal is sent and received. Digital processing in

Raymarine's Super HD Color gives an added layer of target discrimination, making it easy to visually track signals. A protocol called mini automatic radar plotting aid (MARPA) allows you to identify a vessel; its speed, bearing and closest point of approach; and time to closest point of approach. It will overlay automatic identification system (AIS) information as well.

A special processing protocol gives the Super HD Color system an advantage in rain. It works by automatically filtering rain clutter, revealing targets otherwise invisible within the weather. The 4 kw radars come in 52- and 76-inch arrays. They are easily mounted thanks to waterproof exterior connections; you don't need to open the housing. Each can be fully updated as processing firmware improves.



SIMRAD HALO RADAR

Simrad Yachting has been an early leader in what it calls broadband radar. First-generation models defined as 3G were followed by a 4G system with refined firmware, boasting even greater target discrimination and power. Still, these models can't spot birds and won't reach out to distances desired by seagoing vessels.

Enter Halo: Simrad's latest entry into the marketplace brings quick start-ups, long-range targeting, bird-hunting capability and noteworthy target discrimination. Halo offers the close-target advantage of broadband radar but adds the long-range power of traditional radar. It powers up in 20 seconds or so



and can transmit instantly from standby. With its dual-beam technology, it can function as two radars and display both radar profiles on a split screen. It gives boaters the nearby target separation for enhanced navigation and safety, plus the long-range power.

The user can set custom profiles for quick access to settings needed for hunting birds, navigating long channels or even traversing harbors. The digital radar is

safe even for people inside the circle of the array, its digital signal. The 12- to 24-volt system is available in 3-, 4- and 6-foot arrays, and interfaces with NSS evo2 and NSO evo2 displays.

FURUNO UHD RADAR ARRAYS

Furuno Ultra High Definition (UHD) radar can also function as two radars at once. Furuno calls it simultaneous scanning technology, and it can give two separate displays from the same array. Each display can be separately adjusted for gain and clutter, giving users optimum clarity.

The UHD radars come in 2 kw and 4 kw



radomes, and 4 kw and 6 kw open arrays. Powered separately from displays, they can also connect directly to and power a digital compass, wind-speed indicator and GPS antenna. Automatic gain and sea-clutter controls give crystal clarity without constant operator attention.

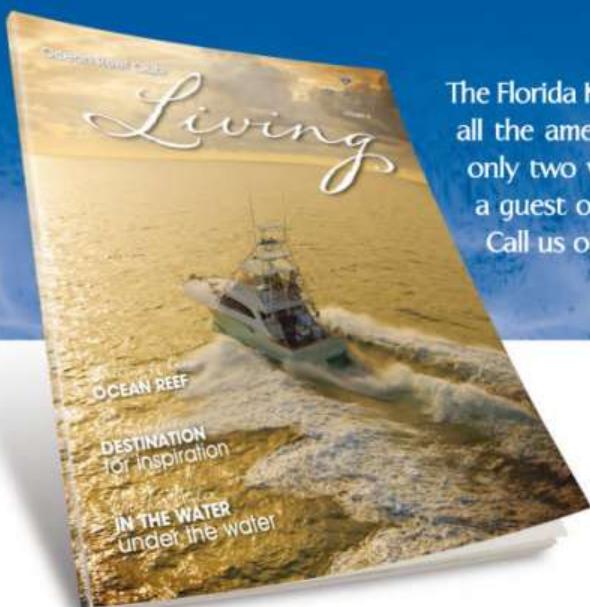
FURUNO 1ST WATCH RADAR

Furuno has made a strong push to offer smartphone and tablet access to its systems, creating a new radar called 1st Watch. This radar connects wirelessly to any iOS device, phone or tablet, even both simultaneously, to give a portable display for its 4 kw radar. The app is free, and it gives complete control of the system, allowing sea-clutter and gain adjustments. Due to its portability, skipper and mate can keep an eye on the seas from anywhere on board. ☺

Editor's note: While Garmin is notably absent from this piece, rumors indicate new product announcements might take place at the Fort Lauderdale International Boat Show in November.

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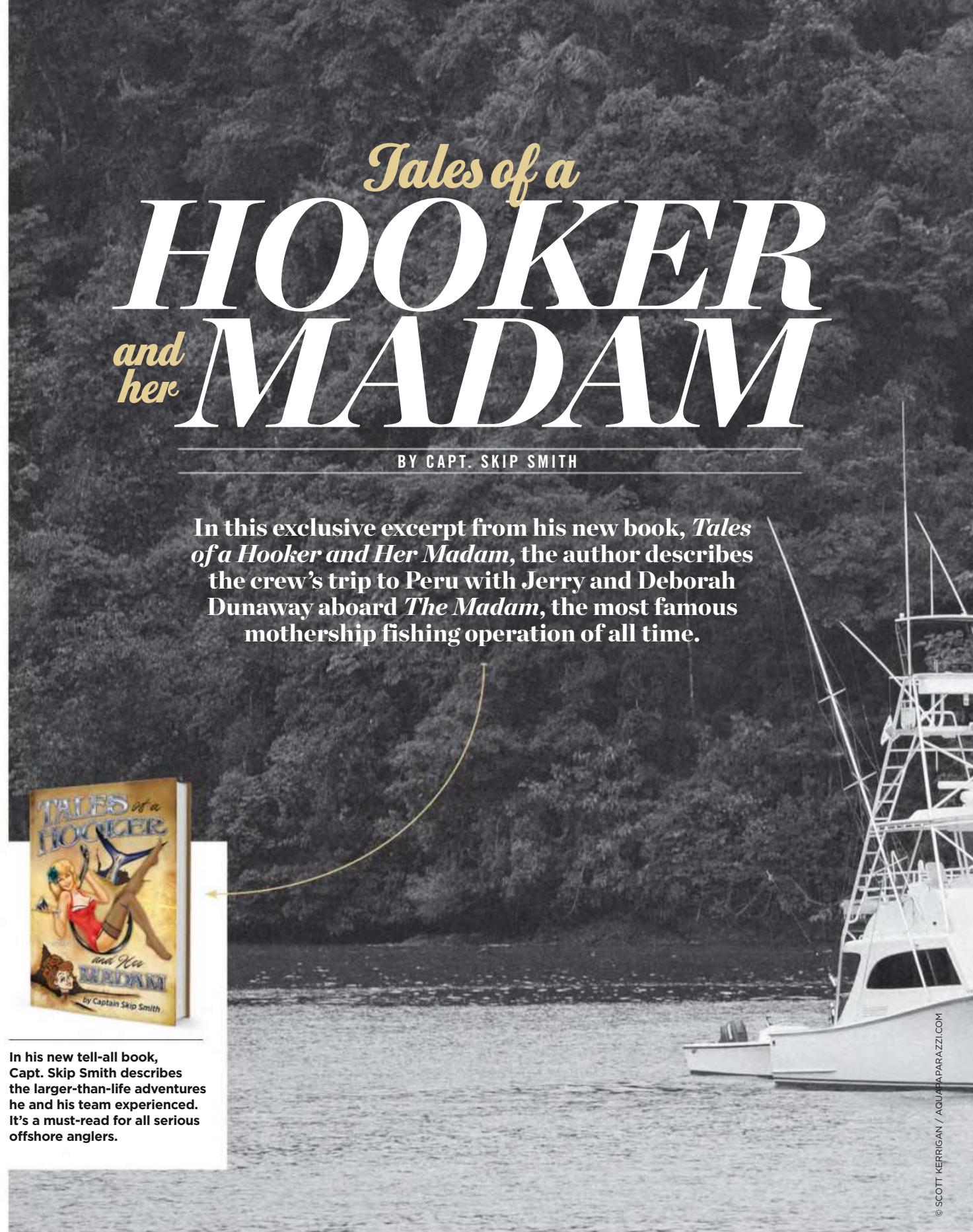


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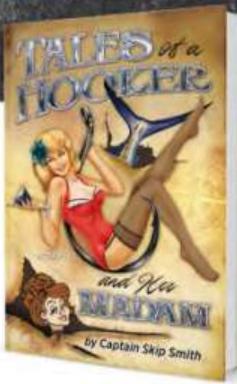
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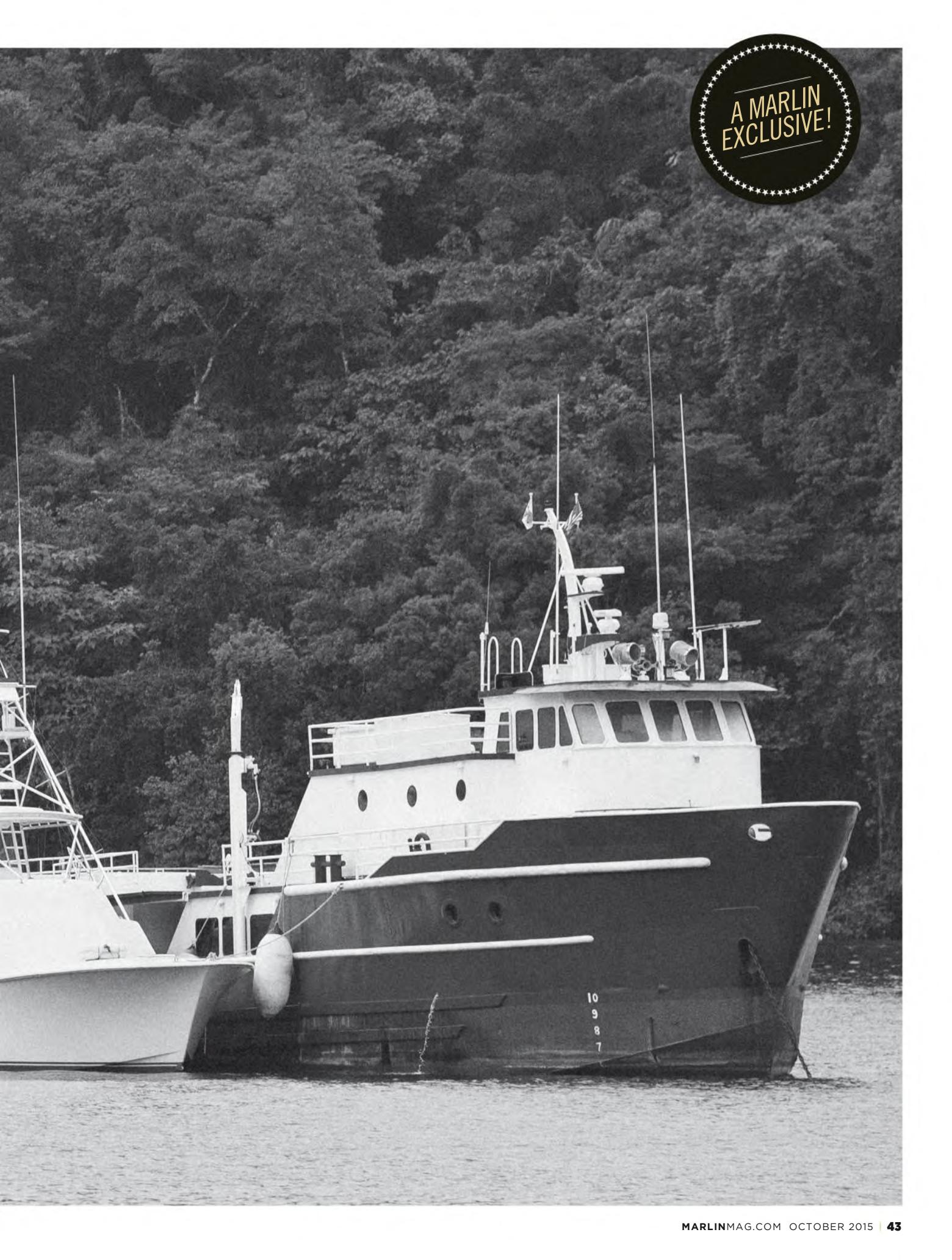
Tales of a **HOOKER** *and her* **MADAM**

BY CAPT. SKIP SMITH

In this exclusive excerpt from his new book, *Tales of a Hooker and Her Madam*, the author describes the crew's trip to Peru with Jerry and Deborah Dunaway aboard *The Madam*, the most famous mothership fishing operation of all time.



In his new tell-all book, Capt. Skip Smith describes the larger-than-life adventures he and his team experienced. It's a must-read for all serious offshore anglers.



A MARLIN
EXCLUSIVE!

J

t was March when Jerry got a call from Jose Rada, a guard for the president of Peru, asking if we would go to Cabo Blanco and fish as a guest of the government. They wanted us to test the waters where Alfred Glassell had caught his 1,560-pound black marlin and also do a TV show so they could promote tourism in that area. The TV show would be like the show *Lifestyles of the Rich and Famous* that was airing

in the United States at the time. The government would provide us with all the fuel we needed and more.

I don't know how Jerry did it, but he revised our schedule and contacted all of our charters and got them to change their travel arrangements, including flights, lodging, etc. We loaded *The Hooker* into the dry dock and hauled the two pieces up on the back deck of *The Madam*. This was the first time we hauled the boat by ourselves, unsupervised by the boatyard that had built and designed it, and we were really short-handed. There was a little surge, and that made it tough, as everything was a tight fit and each piece was too big to move by hand or even with two people pulling on it. It took us about four hours to retrieve the boat, but we did manage to do it without hurting anyone or damaging anything.

The next day was April 7, 1987, and we were on our way to Peru. I was also counting the miles to go to Chile, as that was where the really big swordfish lived; also, it was on my bucket list. We were about 40 miles offshore of Ecuador, and about a half-hour before daylight, John [Cochrane, ship's engineer,] was on watch in the wheelhouse by himself, and he saw a boat heading toward us at a decent rate of speed. He saw it on the radar and then with the binoculars. My cabin was right behind the wheelhouse, and he banged on my door and said hijackers were approaching us. I ran out the door, and John already had his .45-caliber pistol in his hand and was going out the side bridge door to get out on the deck. I told John to cool it, as it was probably some fishermen.

It's nearly impossible to hijack a boat from a little panga. As they got closer, we could see that there were three guys in the boat, which had a single Yamaha motor. They came alongside and asked us if we would go around their polypropylene longline, which was floating on the surface. They were mahi fishing, and they were concerned that if we crossed their line we would tangle it up, make a mess out of it and eventually break it off. We asked them if they needed anything and threw them some bread and jugs of water. We only had to go a couple of miles to the west to go around their longline. Meanwhile, John still had his pistol

behind his back, ready to shoot something.

Of course, when we arrived in port at Talara, Jerry and Deborah were there to meet us, along with a contingent of prominent guests and government officials to clear us through customs and immigrations. All of them wanted to see this floating mansion. After clearing customs and immigrations, we unloaded *The Hooker* in the port, as it was necessary to have that calm water to launch and retrieve her. With *The Hooker* in the water, we retrieved the dry dock and put it up on the back deck for the trip to Cabo Blanco. We had no idea how long we would be here and what the anchorage was off Cabo Blanco, so we were prepared to move anywhere at a moment's notice.

The first day of fishing consisted of taking the TV show's camera crew, along with all of the old captains and mates from the old days who had fished with people like Alfred Glassell, E. K. Harry and more. The three old local captains all came up on the bridge as we were headed out, and I asked them where I should go. All three pointed in three different directions, so I went straight out and started to work my way to the southwest into the cold wind.

We fished our way to an oil rig off the point of Cabo Blanco. The rig was really dirty with oil, and dirty water consistently flew off the rig. There were small yellowfin tuna and bonito popping up all around the rig, so it looked really good. We trolled around that area, and all three captains never left the bridge, staring into the ocean looking for a tailing black marlin. I was in the tower, and the wind coming off the water made it a very cold day for me, even though I had on blue jeans, two shirts and a jacket, while everyone in the cockpit was in shorts and T-shirts. I knew that once we got done trying to fish the old-fashioned way and got the filming done, I would return to the oil rig to live-bait; there had to be some marlin there eating some of that bait!

We got all of the filming done and had guests on board for the first three days, and we didn't catch or even see a marlin. Were we here too early, or was this place really fished out as we had heard over the past few weeks? According to rumors, the Russians had fished all the bait and sardines out years ago, and the fish just quit coming. I ran back to the oil rig and caught tuna for bait and for sushi. We live-baited and never got a bite. I trolled 20 miles offshore, staring my eyeballs out, and still I saw nothing.

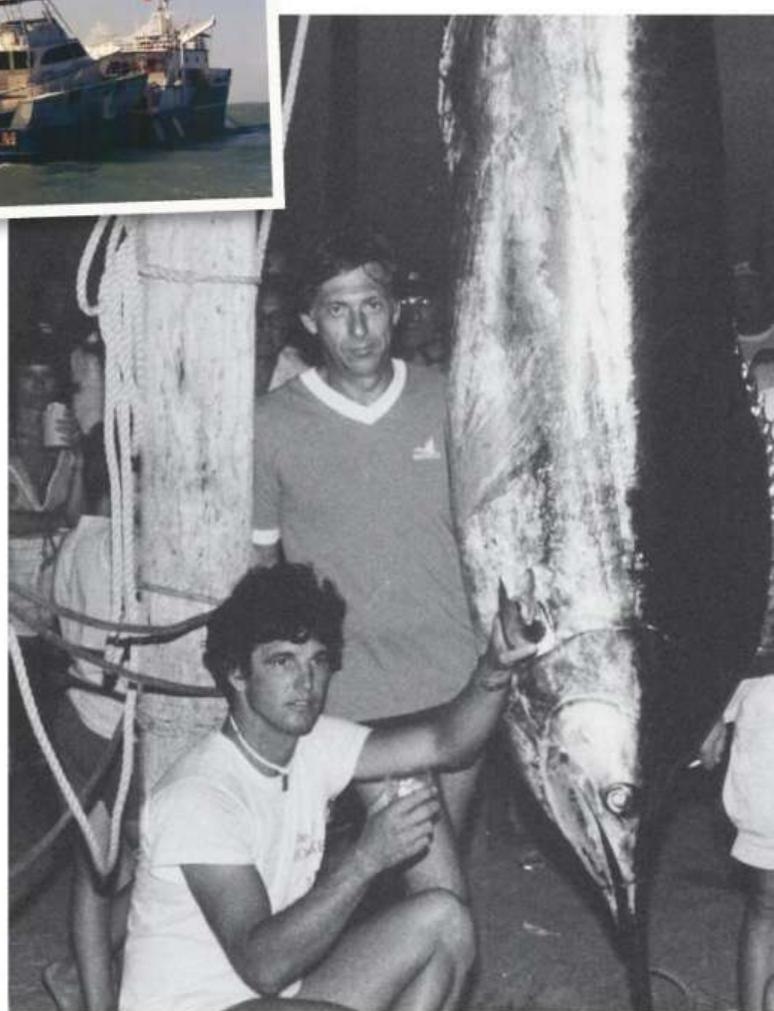
I had seen a bank on the chart called Mancora Bank. It was about 50 miles offshore back toward Ecuador, and we decided to run out there to see if we could find it. Without any GPS, I had to do a time-and-distance run. It was pretty easy to find, however, because as soon as we got near the bank, we started seeing tailing striped marlin. We caught one on 30-pound, and then we started throwing the 4-pound rod, trying to catch Jerry a world record. We hooked a real nice one and fought it for an hour and a half, only to lose it to the leader slipping through the mate's gloves, and then we hooked another marlin and, after a half-hour, we got the leader and missed the marlin numerous times with the gaff. The hook pulled, and the marlin swam off. Jerry was

The 16-pound-test blue marlin record caught by Jerry Dunaway (top left, holding rod) aboard *The Hooker*. This was one of 37 world records posted by the crew over the years.

AMERICAN YACHT HARBOR

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BLUE
MARLIN
392#
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ST. THOMES
Jerry Dunaway
THE HOOTER
CAPT.
Skip Smith
11 SEP 87





“The fish weighed 500 pounds – not a monster, but a respectable one. The locals were ready with their knives, and the fish was filleted and gone in minutes; they really did appreciate the food.”

pretty dejected, and we called it a day, as the wind was picking up and we had a long run home back into this wind.

I knew we would be going back to this bank, as you can only sight-fish for black marlin and catch nothing for so many days. It wasn't until our seventh day of fishing that we saw our first black marlin tailing down-sea, right in marlin alley, where the locals had told me they used to fish and catch them in the old days. We pitched a bait out and slid it in front of the fish, and we were hooked up. Jerry was in the chair, and we needed this fish to put on the dock to prove that the marlin were still here, as we had been instructed by the government to bring it in for pictures and for the TV show so it could be used to promote Cabo Blanco again. Any further fish would be released if they were not a potential world record.

We caught the fish and kept fishing. It wasn't too long afterward that we spotted another marlin tailing. We tried baiting that fish, but it would not eat a bait. Still, it wasn't too bad – two fish seen in one day, and we caught one of them. We headed back to *The Madam* and weighed the marlin in at the pier in front

of a large crowd of locals from the town nearby. The fish weighed 500 pounds – not a monster, but a respectable one. The locals were ready with their knives, and the fish was filleted and gone in minutes; they really did appreciate the food.

We saw two tailers the next day in the same area, and both were small fish, around 300 pounds each. We went a few more days without seeing a fish, so we went back out to Mancora Bank to chase some stripeys and hoped we could find a big black marlin out there.

Jerry had my parents fly in to replace John and Ann Marie for a few days. My dad would be the engineer and my mom would be the cook. As part of the deal with the government, they would be flying the crew (two at a time, as we needed someone on the boat at all times) to Lima and then on to Machu Picchu. My parents had already met the next charter, Bill and Connie Lyons, the previous year, so it was a good time to give John and Ann Marie a few days off. With Bill and Connie and their friend on board, it was decided that we would pull lures for big marlin around the bank.



Far left: Skip Smith and Jerry Dunaway pull aboard a 672-pound blue marlin caught on 20-pound. **Center (left to right):** Peter B. Wright, Chuck Sims, Jerry Dunaway, Kunta Smith and Skip Smith with a 420-pound blue that won the 1981 Poco Bueno. **Above:** Skip Smith steers the chair for Dunaway as he fights a blue marlin, and Kunta Smith awaits the leader.

It didn't take long to hook up, and to a marlin about 400 pounds. We were expecting a black marlin, but we were confused because it didn't jump like one. It was too big to be a striped marlin. Then it hit us: There were blue marlin here too! Bill Lyons always had the best attitude, and all he wanted to do was fish for big marlin. He did not care if we didn't catch anything; he always had a great time just doing it. So we would fish the bank one day and then fish black marlin alley the next day. We did not catch any big marlin, but we did manage to catch a few striped marlin.

John and Ann Marie arrived when Bill and Connie were flying out, so it was an easy drop-off and pickup, as we had to drive 50 miles down the coast to Tumbes, where the airport was. It is located right on the border of Peru and Ecuador. On the ride home, John told us about their trip. The beginning sounded great — they were picked up in a Mercedes limo in Lima and taken to a really nice hotel. The next day, the limo picked them up and took them to the airport. They flew to Cusco and checked into their hotel. They visited churches that were filled with gold, and they got to pet llamas and walked around the old city. The next day, they took the train to Machu Picchu and got to visit and walk around this really unique piece of history. The next day, they were on a flight back to Lima and the Mercedes limo ride to the hotel.

They were just getting settled in their room after dinner their last night of their mini vacation when they heard and felt a blast as the window shook violently in their room. They didn't know

if it was an earthquake or a bomb. John looked out his window and said it looked like a bomb had gone off. There was glass and debris all over the street. He wasn't sure if it was in the hotel across the street or down below in the lobby of their hotel. John called the front desk, and they told him that a bomb had gone off in the hotel across the street. John and Ann Marie were up on the 10th floor and watched as the police took over the street and the ambulances arrived.

At this time, there was a very active terrorist group called the Shining Path (a communist party), and it was known for its assassinations of key political figures and kidnapping or killing of Americans and other tourists for attention and money. John and Ann Marie were thinking twice about getting into that Mercedes limo that would come pick them up the next morning, as now they felt like they would attract the attention of these terrorists.

Needless to say, John and Ann Marie were glad to be back on board *The Madam*. I was glad that my mom and dad were flying back home without stopping in Lima, as they did not have the time off to go on that trip. But the bad news was that Trevor and I were scheduled to go on the same trip in two days.

Jerry had rented a car for his time there, and he was driving back to the airport in Tumbes with Deborah, Trevor and me in the car. We came across a bunch of rocks in the road, like they were trying to block the cars from going any farther. Jerry swerved around the rocks, and I told Jerry that they had to be there for a reason. He said something about some kids probably



put them out there. As we all looked forward, there was a bridge crossing a stream, but we were about 40 feet over the ground. There, in the middle of the bridge, was a huge gap in the road, where the bridge had parted. Jerry hit the brakes, and we all held our breath as we skidded to a stop just short of the hole. I could see those "kids" running toward us, apparently thinking they

might be collecting some treasures in between the body parts. Jerry turned the car around and went back to the rocks. There was a trail heading off the highway and down under the bridge where we crossed the little stream and made our way back up the other side and back onto the highway. We all then flew from Tumbes to Lima.

Left to right: Scott Levin, Greg Mercurio, Skip Smith and Jerry Dunaway celebrate Dunaway's first grander black marlin.

We (the entire crew) had given all of our passports to an official to get our visas updated and to get our visas for Ecuador, so when Trevor and I went to fly out to Lima and Cusco, we had no passports to travel with. We were hoping that nobody would stop us during the trip, as all we had were our Florida driver's licenses. We made the flight from Tumbes to Lima, and now we understood what John had said about the Mercedes limo ride. We stuck out in that limo like a roach on a wedding cake as we drove through that city.

We arrived at our hotel and could see the plywood over the windows in the hotel across the street, just as John had said. The next morning, it was off to the airport to fly to Cusco. We got through the check-in and were walking down the corridor through a security checkpoint when the police or army guards asked us for our passports. We tried to explain to them that they were at the Peru immigration office waiting for some visas to be granted. They searched our bags and found a *Playboy* magazine in Trevor's bag. We quickly offered them the magazine. They secured the magazine and waived us through. Now we were out of bribing materials and had a long way to go; we hoped we wouldn't be stopped again.

When we arrived in Cusco, we did as John and Ann Marie had suggested and went to the gold-filled church (it was really awesome to see) and then to see the llamas. Trevor took a liking to one of them and continued to pet and feed the llama. As I went to take a picture of Trevor and his llama, the llama sneezed grass all over Trevor. We then found out that they do this quite often to everyone. So beware of these "nice" animals!

The train ride to Machu Picchu was uneventful, but I watched for the Shining Path terrorists at every turn. Machu Picchu turned out to be one of the best places I have ever visited in my life and is definitely one of the wonders of the world. Trevor and I had a great time and even bought dinner for a couple of nice English girls who were backpacking all through South America. We knew it was a no for the night when the girls told us after dinner that they hadn't showered in weeks and were headed back to their tent. Our trip back through Lima was uneventful, but we were nervous as we were paraded through town in that big black Mercedes limo. We were glad to be back on *The Madam* and looked forward to fishing some more.

Our next charter arrived the same day we got back; Jerry had booked us a split charter. He actually found two couples to split the expenses on this long-distance trip, and they didn't even know each other. Booking split charters on the dock in Fort Lauderdale was tough enough, but to do it on a mothership in Peru? Jerry never ceased to amaze me. We decided to run out to Mancora Bank to start the trip off with some fish. We caught five striped marlin and missed quite a few. We must have seen 50 or more tailing and feeding on the surface. By the time we quit fishing for the long ride home, the wind had kicked up to 20 to 25 knots out

of the southwest, and it took us three hours to get home.

One of the people in the charter was an older man. On the way home that day, we were running into a head sea, and we were halfway home when Trevor yelled up to me to stop the boat because we had a problem down below. I turned the boat down-sea and left the boat in gear so we could handle the problem with the least amount of seas bothering us. When I stepped into the salon, all I could smell was poop, and then I saw that the old man was covered in poop. We helped him out to the cockpit, washed him down with the freshwater hose and gave him some clean clothes to put on. Next, we took the hose and some soap with the scrub brush down below into the head. There was poop splattered and smeared all over the head.

I had a shirt wrapped around my face to keep from gagging and puking. Ten minutes later we had the head clean, and Trevor was in the hallway and galley wiping his handprints off the walls and countertops. We never did find out what happened, and I do not think it was worth following up on. I do not think that those people ever fished together ever again either. I told everyone that day that if anyone has to use the head, they should tell the mate, and I would gladly turn the boat down-sea and take a break.

With the wind blowing 20 to 25 knots, we decided to stay close to shore and fish the black marlin alley. We ran to the oil rig and live-baited for a while. I saw a marlin tailing near the rig and got the live bait in front of the fish; the fish went on by the bait. We dragged the live bait in front of the marlin so many times that we killed the bait, as we had to skip the bait at 5 to 8 knots to catch up to the marlin. Trevor then threw out a rigged mackerel and got no bite; then he threw a mullet and still no bite.

We had gone about 3 miles, and the marlin was headed right toward the mackerel boats, which all had harpoons.

If the fish stayed on this course, one of those boats would harpoon it, and since we couldn't catch it, I decided to run right up on the fish and make her go down deep so she could make it through the fleet to live another day. Once I got close, the fish spooked, and down she went. I watched the fleet for a while and did not see anyone make any sudden moves, so I figured she must have stayed down there.

The wind blew for a few more days, and we stayed close to shore and caught some tuna around the oil rigs. We then decided to give it another go to Mancora Bank, as Chuck Sims, Jerry's old partner, flew in and we knew he liked constant action. We caught a few stripeys that first day, and the wind blew up to 25 knots again late in the day. We had those 6- to 8-foot head seas all the way home. Chuck did not like that part, so we fished close in and only caught a few tuna around the oil rig, and did not see any more marlin tailing down the alley. Chuck had had enough and decided to fly home early, so we had a couple of days off. We were all taking it easy when a small boat pulled up alongside and several people in navy suits and guard uniforms came aboard. The captain of the port in his official uniform told us that the TV show that had been filmed about us had aired the night before. He said he had received a phone call from someone

"They searched our bags and found a *Playboy* magazine in Trevor's bag. We quickly offered them the magazine. They secured the magazine and waived us through. Now we were out of bribing materials and had a long way to go; we hoped we wouldn't be stopped again."



Left to right: Skip Smith, Jerry Dunaway and Kunta Smith hold up flags symbolizing the first-ever Atlantic super grand slam for a male angler. They pulled off that feat in 1982.

claiming to be with the Shining Path, who told the port captain that we would all be dead by the next morning.

With spotty fishing and a death threat, we told the port captain that we would load *The Hooker* right now and would go to Talara to fuel and get our papers to go to Manta, Ecuador, as soon as we could. Now I had to call Jerry and tell him that we were moving his boats without his permission. Jerry understood and gave us his blessing. Meanwhile, Jerry was on the phone, moving the few charters we had left to go and fish Manta instead. We had already planned to fish there on our way back, just not so soon.

The anchorage of Cabo Blanco was not protected at all. We were basically just anchored off the beach. It looked calm, but believe me — it was almost impossible to keep *The Hooker* tied up alongside overnight, and the swells would make *The Hooker* porpoise alongside *The Madam* and eventually break a line if we didn't drop her back on a tow line for the night or day.

So now we were trying to load *The Hooker* at sea. The dry dock was designed to be attached to the back of *The Madam* with two aluminum arms shaped like ladders that would attach to the transom of *The Madam* and to the front of the dry dock. There was no tolerance for sliding the pin into the connecting pads, and it was not easy to connect the arms to the transom, but attaching them to the moving dry dock was dangerous, as we had never tried to do it in any sea conditions. We almost lost our fingers, arms and other body parts trying to connect the dry dock, but with the Shining Path breathing down our necks, we continued on.

Once we had the dry dock in place, we could attach the hose that fills and empties the dry dock, which uses a giant pump in the engine room of *The Madam*. We then ballasted the dry dock down to where we could drive *The Hooker* into the inside of the dry dock, which was custom-fitted for that boat. Each bulkhead in the dry dock sat under each bulkhead in *The Hooker*'s hull. So

all the weight and stress points were on the keel, stringers and bulkheads. Once the dry dock was ballasted down deep enough to allow *The Hooker* to enter the dry dock, *The Madam* started swaying on its anchor, and the swells were rocking the dry dock. You could hear the welds breaking and creaking in the arms that were holding the dry dock in place. Even pushing *The Hooker* into the dry dock was straining every connection.

We finally got her into the dry dock and secured a couple of the tie-down straps across the bow and started to pump the dry dock out. The dry dock had four compartments, so there were four valve handles set up to allow us to pump out the dry dock evenly. One guy would stand on the dry dock and move the valves. The bow had to be pumped out first so that the bow would lift high enough to get up on *The Madam*'s transom. We also transferred all the fuel aft in *The Madam* to get her to be as low in the transom as we could. Even in calm water, we had to do all of this — and it was definitely not calm then.

When the bow of the dry dock was ready, we had to disconnect the stabilizing arms and then pull the dry dock with lines to get her lined up to pull up on the back deck. We would then have to attach the end of the cables that are attached to the two drums to the front of the dry dock. These snatch hooks also have pulleys in them and weigh about 40 pounds each. We had to hang off the transom in order to attach them to a moving target. We finally got the dry dock hooked up, and then we had a hard time even getting it started in the slot, as it was designed with zero tolerances. The reason we had designed it that way was that we were afraid of the water moving the system once it was up on the back deck. With the decks awash, water pressure can tear things up easily.

Once we got the dry dock in position, we pulled her up, and meanwhile we were pumping the water out of the back of the dry dock. There was way too much weight, and we had to be patient and feel the tension on the cables as we tried to pull the rig up the back deck with all of that water still in the dry dock. The controls for the dry dock were up on the second deck, where it was possible to see everything.

We finally got *The Hooker* up on the back deck and had her secured at dark. We would end up with two 6-inch-wide straps across the bow and one 6-inch-wide strap across the stern over the covering boards. They were all attached to a small winch that tightened them down as much as needed. The dry dock was also secured with six turnbuckles on each side. There was no way it would move, ever. (And it never did!)

I still do not know how we managed to even haul the boat out in those conditions, but even more importantly, nobody got injured! We pulled the anchor and headed for Talara, still looking over our shoulders for the terrorists. We arrived at daylight, and Jose Rada was there to greet us. He was a big man, and he showed us where he had been shot before and told us he had shot quite a few bad guys. But he took a liking to us and had people moving and shaking everywhere. Jose also wanted to ride with us to Africa and said he would meet us in Venezuela next year. He planned on keeping in touch with Jerry for our schedule. I figured I'd believe it when I saw it.

He got us our fuel and handed us our papers, and we were on our way to Manta by dark. The Shining Path had missed their chance — or we had made them miss it. ☺

► To read about the rest of Capt. Skip Smith's adventures aboard *The Madam* and *The Hooker*, pick up the complete book, *Tales of a Hooker and Her Madam*, available through amazon.com.

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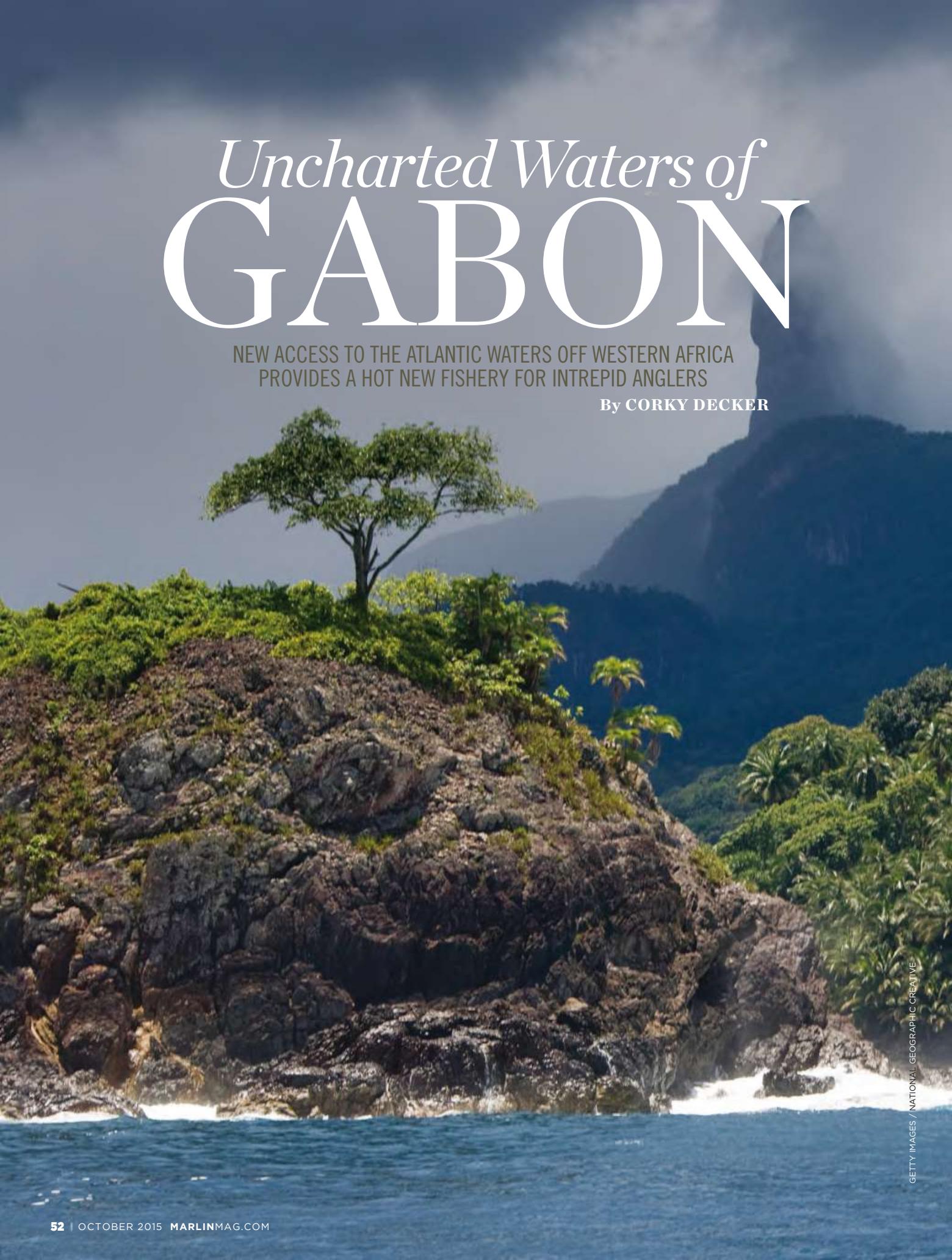


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Uncharted Waters of GABON



NEW ACCESS TO THE ATLANTIC WATERS OFF WESTERN AFRICA
PROVIDES A HOT NEW FISHERY FOR INTREPID ANGLERS

By CORKY DECKER



The islands of Príncipe and São Tomé lie off the coast of Gabon and feature some spectacularly beautiful shorelines as well as great fishing.

S

South African novelist Wilbur Smith once described the coast of west Africa as the “burning shore,” and if you are off Nigeria, Cameroon or Angola, that moniker pretty much sums it up. At night, the burn-off flares on the drill platforms and wells stretch as far as you can see, and from offshore it looks like the coastline is on fire. Traveling to Africa is a bit different; they have their issues over there, so you do need to be careful and take precautions, and choose the right places to visit. Gabon offers what we want — billfish in big numbers — and is probably the safest, most stable country in the region as well.

A BIT OF HISTORY

Gabon was one of four French territories that made up French Equatorial Africa. In 1960, Gabon became independent and joined the United Nations. It's one of the richest African countries due to a relatively low population and a rich supply of oil. It lies on the equator and is hot, but the weather is usually beautiful. Gabon is known for its safety and beautiful national parks, marine parks and excellent game management to protect against poachers, not something that typically comes to mind when people talk about oil-producing countries in west Africa.

Most of the fishing attention is focused 100 miles offshore, off the islands of São Tomé and Príncipe, better known to billfishermen as Bom Bom. The island is where IGFA-certified Capt. Bert Bouchard is building a world-class international game-fishing lodge, due to open in 2016. The mainland of Gabon and Port Gentil offer the traveling angler a wonderful stopover (and some incredible billfishing) en route to the new lodge and offshore leg of the trip. The visiting angler heading to Bom Bom should really set aside a few days on either end and experience what Port Gentil has to offer.

Bouchard's headquarters are in Port Gentil, where Oil Integrated Services and Makaira Holdings (his oil-supply business) are located. It offers full in-house service; once you have landed in the capital city of Libreville, an agent will pick up your party and put you on a 35-minute internal flight to Port Gentil, where an agent awaits anglers and their luggage and takes them to Makaira Residence. These are private accommodations on the beach, with fishing boats in the marina right at the front door.

The fishing grounds are a



short run, and you can have lines in half a mile from the marina, targeting sailfish and schoolie yellowfin tuna. At 18 to 20 nautical miles offshore, you are in deep water where blue marlin can show up in impressive numbers. Port Gentil is unique because you can sample a broad spectrum of

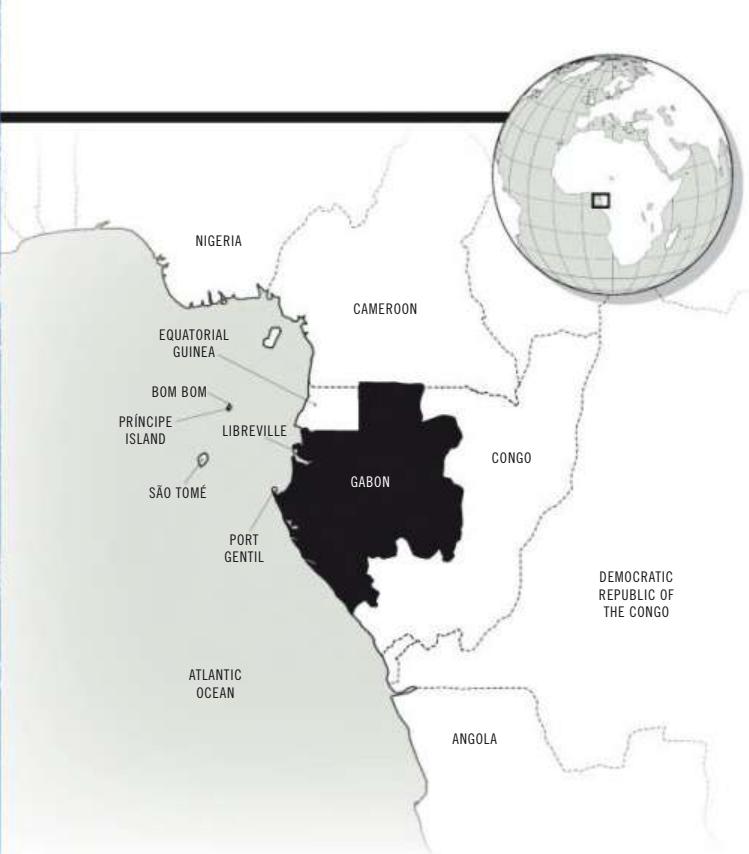
FADs placed off the coast of mainland Gabon attract large numbers of blue marlin and other pelagics.



fishng, chasing blues and other pelagics in the morning, with a deep-drop jigging session in the afternoon and surface poppers on fish aggregating devices in late afternoon. Bouchard and his crew have been setting submerged FADs all winter, and these private gold mines are now becoming laden with

growth and really starting to produce.

Bouchard has placed FADs in close and off the edge, so you never know what you are going to encounter. One could be loaded up with mahimahi and the next one will have a wolf pack of sails, and the offshore ones seem to always have blues hanging



GETTING THERE

Gabon is reasonably easy to get to:

FROM AMERICA/EUROPE:

Air France — seven flights per week
Royal Air Maroc — three flights per week
Turkish Airlines — three flights per week

FROM SOUTH AFRICA/ASIA:

South African Airways — five flights per week

“Gabon offers what we want — billfish in big numbers — and is probably the safest, most stable country in the region as well.”

around. The inshore fishing cannot be overlooked either; the geographic area is well-positioned for world-class tarpon fishing, and Bouchard offers inshore boats well adapted for chasing them, whether within the estuaries or in open water. If you’re interested, a South African-style camping trip can be organized to chase tarpon and other inshore species, such as cobia, snapper, jacks and other game fish. Word is getting out about this fishery, and Gabon is now a known top-ranked destination for South Africans.



Big dolphin, or mahimahi, frequently turn up around the FADs, providing great action — and a tasty dinner too.



No trip to Gabon would be complete without a side trip to view wildlife in its natural element. From Iguela National Park to vast shallow-water estuaries and game-filled savannas, there's a great deal of diverse territory to be explored. Bert Bouchard can arrange the complete package for you, from viewing leatherback turtles on the beach to monkeys and surfing hippos.

Many South African clients meet Bouchard in Libreville for a couple of days fishing the Le Cailloux, a stretch of bottom 24 miles offshore. The billfish can be stacked up here, and it gives visiting anglers a chance to hang out and enjoy some night life, good French restaurants and some fine hotels right across from the capital city. There is a local park where you can take a laid-back visit to view elephants and buffaloes. The beaches can be loaded up with sea turtles, and watching a 300-pound leatherback lay eggs is worth putting in some beach time.

The billfishing in Gabon is year-round, and being on the equator, the weather is always nice; think Kona, Hawaii, conditions 365 days a year. Although the sailfish population rivals that of Panama's famed biomass, these Atlantic fish tend to be more spread out. You'll target sails up on the edge, but it's a daily occurrence to have sails jump your blue marlin spread offshore. This season, Bouchard is going to tow dredges for the first time and switch-bait sails, so bring the saltwater fly-fishing gear with you.

THE BOATS

Because this is Africa, you might think that you're going to be fishing off a South African-made catamaran or some center-console rig, but Bouchard owns a fleet of game boats. His 41-foot G&S game boat, *Deceiver*, has been overseas now for the past three years and has racked up mind-blowing blue marlin numbers. This season, a second G&S, the 43-foot Destin, Florida-based *Hebe*, was purchased and is getting a keel-up restoration at the G&S shop, along with a classic 31 Bertram.

Both G&S boats are powered by C-series Cummins diesels, and even the 31 has a pair of B-series.

For tackle, Bouchard combines the best marlin boats on the water with the Shimano Tiagras of your chosen weight class; light tackle and fly gear to 130-pound chair rods, your choice. The offshore lodge is only a hundred miles away, so the opportunity to fish the same boats in both destinations is a pretty neat feature, especially when we are talking about a pair of G&S's.

Being on the equator, the water is also perfect for diving, and making an underwater visit to the FADs is a pretty cool adventure. Looking into the eyes of

a bunch of lit-up sails is special, but send Bouchard in first to check for bull sharks! This is not Hawaii; no one will arrest you for getting too close to a humpback whale here, but if you choose to go check out the whales, be forewarned that their breath stinks like herring.

On land, you will need to make time for at least one overnight trip and let Bouchard take you on a wild excursion. G&S shipped

A fleet of G&S game boats provides visiting anglers with world-class platforms from which to chase billfish.



CORKY DECKER (LEFT 1-4), BERT BOUCHARD

him four diesel-powered all-terrain vehicles, two Polaris side-by-sides and two quad Arctic Cats, so you can go into the back-country safely and with the best equipment in Africa. Combine the quads with shallow-water boats and you can explore just what Wilbur Smith describes in his novels.

What will you see? Well, the elephants are pretty cool, and monkeys just make me smile. The leatherback turtles with their babies are as cute as Labrador retriever puppies, but the surfing hippos are the bomb. They leave wakes like bluefin tuna. They

are huge creatures and can be as mean as grander black marlin, so pay attention when someone tells you to hold on! As my Aussie mates love to say, "You are in the

FISHING THERE

PORT GENTIL: April, May, September, October, November for sailfish and blue marlin.

LIBREVILLE: April, May, June, September, October, November for blue marlin, sailfish and yellowfin tuna. Tarpon fishing can also be organized via Port Gentil, and the cobia just need to be figured out. The FADs are going to be a really good indicator on how many cobia are around. Safari excursions can also be organized easily, and the hippos are bloody amazing.

"Because this is Africa, you might think that you're going to be fishing off a South African-made catamaran or some center-console rig, but Bouchard owns a fleet of game boats."



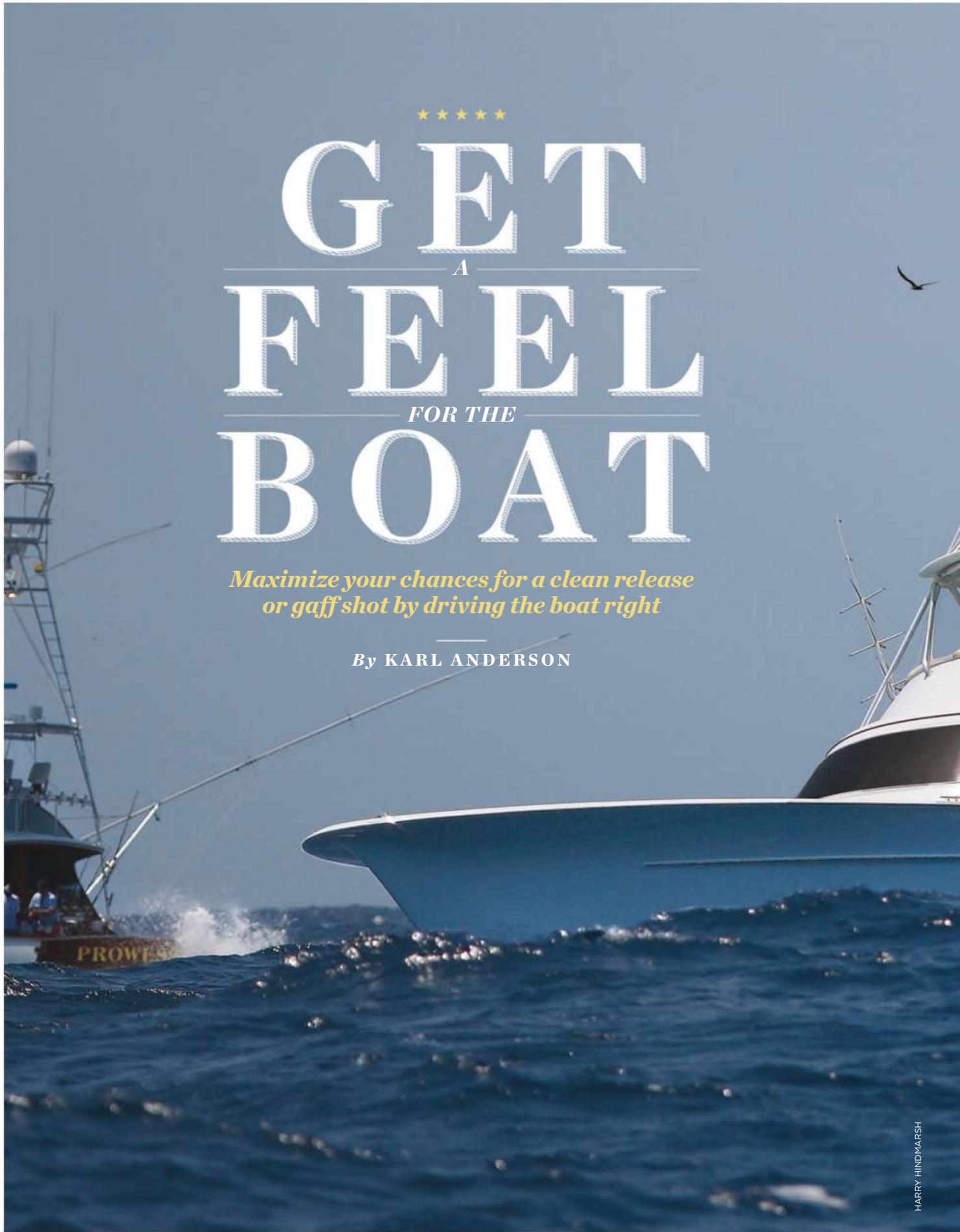
snapper and so on, but if staying in a camp is just not your thing (the hippos might have some people thinking solid walls are better than fabric), Bert has only one lodge he will work with. It is a small one called Enamino, run by Philippe, right on the beach, north of Iguela and south of Olende. It's South African safari-style, on the beach just outside Iguela National Park, and Philippe is the best guide I've ever encountered.

Gabon was not what I expected. My time spent in Nigeria, Angola and Cameroon hardened me, but this country is beautiful, and the local waters are special. It is very unlike its African neighbors and well worth a visit. ☀

GET A FEEL FOR THE BOAT

*Maximize your chances for a clean release
or gaff shot by driving the boat right*

By KARL ANDERSON



HARRY HINDMARSH



SO YOU'VE DONE ALL YOUR TACKLE PREPARATION AND PUT YOURSELF IN POSITION TO GET THE BITE, BUT BEFORE YOU CAN GET TO THE CRITICAL STAGES OF THE ENGAME, YOU NEED TO BE PRACTICAL AND INTELLIGENT ABOUT HOW YOU RUN THE BOAT WHILE HOOKED UP, ESPECIALLY WHEN YOU'RE HOOKED TO A REALLY BIG FISH. IN ORDER TO MANEUVER YOUR BOAT PROPERLY, YOU FIRST NEED TO KNOW HOW YOUR BOAT FEELS, AND HOW IT WILL REACT WHEN YOU TURN THE WHEEL, GO FROM FORWARD TO REVERSE AND SPIN IT AROUND.

With an inboard boat, the thrust of the propellers is directed across the rudders, which are placed behind the props. When moving forward and turning, the thrust is redirected by the rudder and a different pressure is created on the backside of the rudder, which makes the boat turn. When backing, the rudders should be turned to lead the boat in the direction you wish to go; using the rudder-angle indicator on your autopilot will help you know where your rudders are pointed.

USE THE RUDDERS

Most people, including many professionals, do not use the wheel when backing up, and prefer to use throttle to power through the situation, a hopelessly inexperienced technique that is all wrong. This practice displays the operator's lack of competence, experience and understanding of how the boat reacts. It will spin around much more quickly and easily by using the steering wheel. It's there for a reason, and it is just as important when turning in reverse as it is when moving forward.

To better understand how your boat will react when you need it to on a big fish, you must practice spinning the boat, backing up and making the boat turn in forward. Try a few basic maneuvering exercises such as backing up while turning the wheel and making the boat turn, then moving the wheel the other way to make it turn back. Pretend you are backing through a slalom course, adding power as you become more adept at predicting what the boat will do and how it feels as



Most anglers focus on getting their tackle ready for a fight with a big fish, but it's equally important to know what to do with the boat.

you make adjustments.

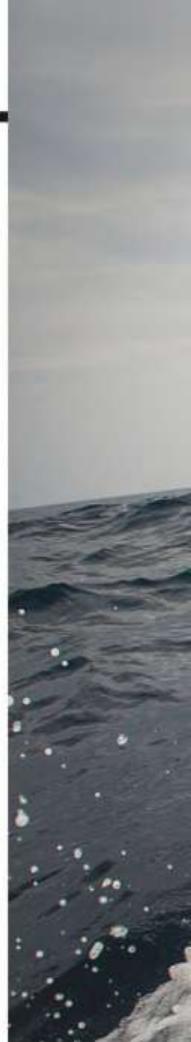
This will help your dockside handling incredibly, and make you a better driver in general. Practice going forward with the wheel hard over and applying throttle in short bursts to make the transom move without making the bow turn in a sweeping arc. Knowing how your boat turns at varying angles and how it changes when throttle is added will help you greatly when you get a big fish near the boat.

LET THE BOAT HELP YOU

I have been fortunate to have fished with some of the best skippers in the world for large blue marlin and giant tuna. These guys understand the geometry of angles and how it applies to fishing, such as line belly, water pressure on the line and drag, and the critical moments of having a large fish close to the boat. Their overall success is directly tied to the fact that they are also natural boatmen. A good boatman is someone who understands how the boat feels, how to move on a boat and how to make the boat do things that it wasn't necessarily designed or intended to do, especially when a large fish is attached to the other end of the line. The skippers also understand that the boat can help or hurt a wire man when he takes the leader and initiates the endgame sequence of taking or tagging a fish.

Some time ago, I read a how-to piece in a national magazine by a longtime author that concerned me because of the bad information and wrong techniques regarding boat handling with fish on. The upsetting part is that few folks have much experience at catching really big fish with consistency, so when the right fish comes along and crews are loaded with poor information, two bad things can happen: They could lose the fish, most likely after a battle that was too long and

“TO BETTER UNDERSTAND HOW YOUR BOAT WILL REACT WHEN YOU NEED IT TO ON A BIG FISH, YOU MUST PRACTICE SPINNING THE BOAT, BACKING UP AND MAKING THE BOAT TURN IN FORWARD.”





kills the fish anyway, or worse, someone could get hurt. The catching of a large fish is serious business due to the fish's sheer size, and in the blink of an eye, it can go all wrong.

We all know boats go better in forward than reverse, but to settle in and fight a fish in reverse the entire time is folly. Knowing this, once you have a big fish on, turn the boat and run to it. The advantage of seeing a jumping fish makes this

It's easier to control a hot fish by chasing it in forward gear. Only spin and back on a fish when it's close (above). Always maintain an up-sea position on the fish during the fight, but turn down-sea when it's on the wire (below).

easier. If it's not a jumper, use the angle of the line to give you an indication of where the fish is and where it is going. Doing this requires a bit of guessing as to how much belly in the line is present and how much line is out off the spool. Hi-vis backing and line help immensely when trying to determine where the fish could be going so you can position the boat accordingly.

STAY UP-SEA

Always try to maintain an up-sea position because if you are down-sea of the fish, you are fighting the wind and the sea, adding time to the fight and increasing your potential for losing it. Getting the boat in position up-sea will put both of those factors in your favor. If possible, also try to use the sun to your advantage so you can see the line, the fish and its movements as things get close. This up-sea approach applies to everything from kingfish to blue marlin; it is just easier on everything — tackle, boat, angler and fish.

Oftentimes you will see a boat on a fish get into a pattern of back and forth, with forward and reverse moves as the fish gets closer, losing





The captain must have an unobstructed view during all phases of the battle. Good driving will shorten the fight and help ensure success.

and gaining line in a cyclical fashion. The fish is doing what we call “pinwheeling,” a typical behavior with tuna. The fish circles with its body turned sideways in the water column and the angler’s line straight up and down. Imagine an upside-down cone, with the boat at the pinnacle on the surface, which is the tip of the rod, and the fish swimming the diameter of the cone in the water column. To get out of this, try to position yourself above the fish, determine in which direction the fish is pinwheeling and spin the boat in the same direction, applying drag and pulling the fish up.

As a fish gets close to the boat and the wire man is getting ready to grab the leader for the tag or gaff, keep the boat moving at a rate of speed similar to the fish. Two bad things happen

immediately if you stop the boat. First, the fish is still swimming while the boat comes to a stop and goes adrift at the mercy of the wind and seas, so now the fish is uncontrollable, either swimming under the boat or lying where it cannot be led

“GETTING TO KNOW HOW YOUR BOAT FEELS AND HOW IT WILL REACT WHEN YOU ASK IT TO DO THINGS WILL HELP YOU INCREDIBLY, NOT ONLY AT THE DOCK BUT ALSO WHEN THAT BIG FISH COMES PILING IN.”



alongside and controlled. Second, leaving the wheel is asking for trouble. It puts the wire man in a dangerous position. There is no accounting for the unpredictability of a fish; this warrants the captain to stay on the wheel through the end, if possible. Being able to make small or swift adjustments while the fish is boat-side can help your crew make a clean release or capture.

By keeping the boat moving a bit, you are able to keep the fish's head in the water, which helps to control it somewhat. Once the head begins to be lifted out of the water, the fish will react, making it hard to get a good tag or, especially, a good gaff shot; you always want to gaff toward the head of the fish so you gain immediate control of it. You must also remember that every fish is a bit different; although there are similarities, each fish will do its own thing.

TURN DOWN-SEA AT THE END

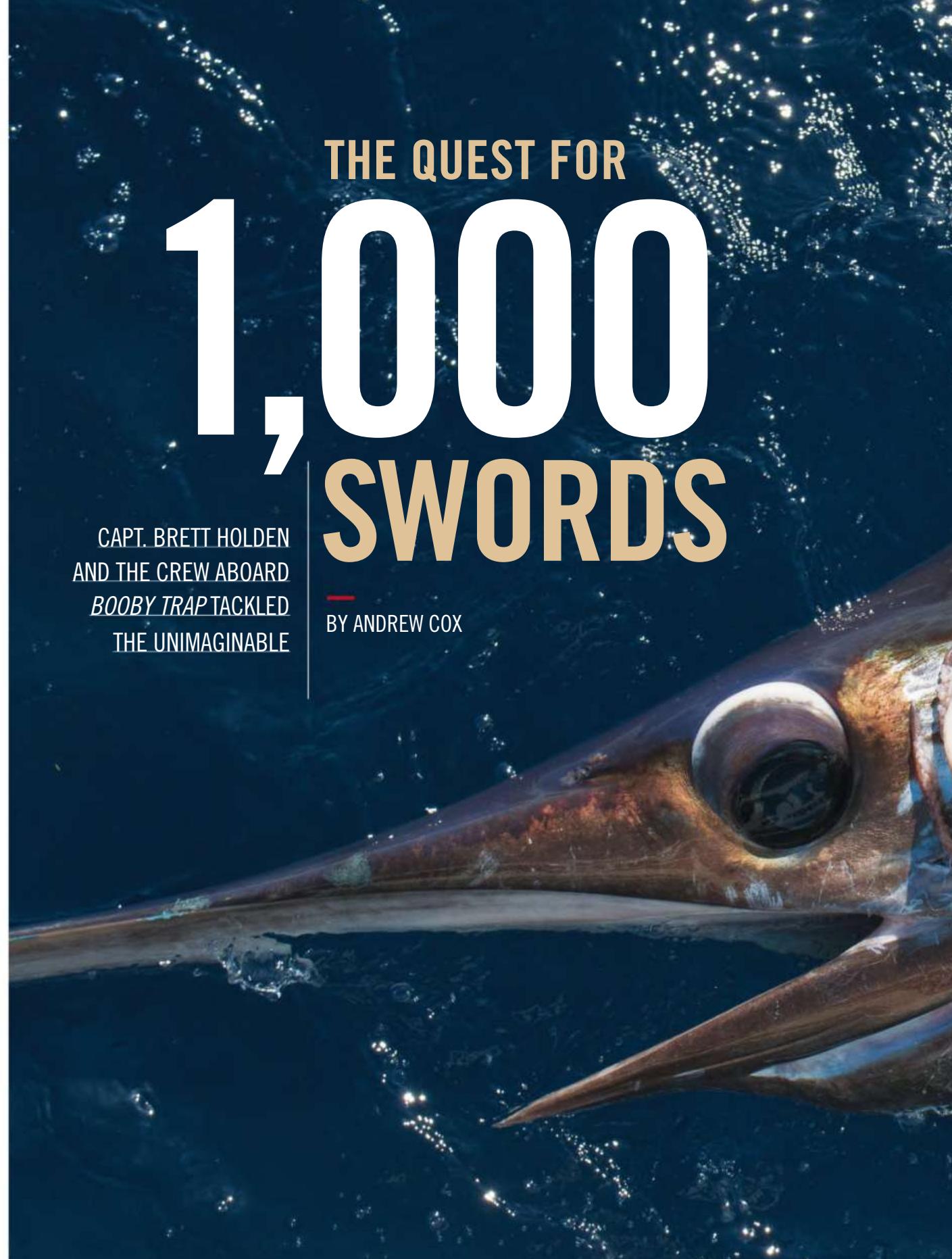
Take your time, and keep your eyes on the fish. When at the point where the fish is coming near the boat, turn the boat down-sea so it's not reacting to the sea but gently lolling with the waves, making it easier to either tag or gaff the fish in clean water. Using quality wind-on leaders also helps because in many cases you can eliminate the leader man and simply wind the fish within tag or gaff shot.

Getting to know how your boat feels and how

it will react when you ask it to do things will help you incredibly, not only at the dock but also when that big fish comes piling in. Using the boat to help you gain position and gain line on the fish will help reduce fish losses due to long fights, and will help you release the fish quickly with less chance of damage and greater chance of survival. Gaining position and keeping the boat in the right place during the endgame sequence will also help you do what you need, without the additional stress and strain of being in the wrong position at the right time and missing your chance, breaking tackle, damaging the boat or worse — putting someone in danger. ☀

Knowing how your boat reacts in all circumstances lets you better control the outcome of a bite, whether you want to bill a fish for a photo (above) or tag it (below left) during the endgame (below right).





THE QUEST FOR 1,000 SWORDS

CAPT. BRETT HOLDEN
AND THE CREW ABOARD
BOOBY TRAP TACKLED
THE UNIMAGINABLE

—
BY ANDREW COX



A

he had done hundreds, if not thousands, of times, Capt. Brett Holden sent down a squid on a 50-wide reel and said, "I bet we get bit in less than 30 seconds." The weight hit the bottom, and as soon as he cranked the bait off the bottom, the highly anticipated *tap-tap* of a swordfish whacking the bait was already there. He teased the fish with a series of drop-backs and quick cranks, and the rod tip nearly hit the water when it bent under the load as the fish was hooked.

Holden yelled, "We're tight!" and I thought to myself, You've got to be kidding me. I grabbed the rod and clipped into the stand-up harness for the fight. At the same time, Matt Reed, the mate on *Booby Trap*, sent down a second bait. As soon as I started to crank on my fish, the second rod was bent over with a doubleheader. Landing both of them in relative short order made us 18 fish shy of Holden's quest for 1,000 swordfish, the reason for my trip.

A Deserving Name

The weeks leading up to my trip to Freeport, Texas, to fish aboard *Booby Trap* were a waiting game; I kept a bag packed, ready to depart at a moment's notice in case a weather window opened during the unpredictable late-spring months in the western Gulf of Mexico. Nightly conversations about ever-changing wind models with Holden, known as "Captain Ahab" in the swordfishing community, led to further discussions about his fascination with swordfish and his countless days spent on the water deciphering their movement patterns and diet, and learning how to target them. To say he is obsessed with broadbill swordfish would be an understatement; his life revolves around these prehistoric fish.

Swordfish, or *Xiphias gladius*, deserve every bit of their gladiator namesake. "We've caught every big fish in the Gulf of Mexico, from bluefin tuna to blue marlin," says Holden, "and there is no doubt swordfish are the most powerful fish in the ocean. Not only do they continue to fight after hours of battle, when other fish would die or give up, but they are also the toughest to catch. Imagine trying to catch a fickle white marlin a quarter-mile below you: That's a swordfish."

Holden started fishing for swordfish in the 1980s, and as he told his stories, it was apparent that his success was not instantaneous. At the time, no one thought swordfish, believed to be fished out of existence by a commercial longline fleet, could be caught on a regular basis. Never one

to turn down a challenge, Holden was determined to catch one and competed against dock mate Bill Thurber to see who could catch the first swordfish.

Each took between 15 and 20 trips before Thurber showed up at the marina one morning holding a 15-pound swordfish, thereby winning the friendly bet. They took the next trip together and caught five, fueling Holden's fascination and desire to catch more. During his first year, Holden caught 28 swordfish, and during the next several years, he spent countless nights in the Gulf chasing them.

Holden became truly hooked on chasing large swordfish in 1993, when he fought a nighttime swordfish for more than 11 hours before the fish nearly spooled a 50-wide and he was forced to break it off. "The best thing about swordfishing is the fact that you never know what size fish you are going to hook. It could be a 20-pounder or one weighing over 1,000 pounds," says Holden.

Chasing Giants

With no real size to the typical 20- to 70-pounders caught during the night, Holden began experimenting with Texas daytime swordfishing in 2008 after learning of success with larger fish from the guys in Florida. With no luck, he packed his 52-foot Viking express and headed for South Florida in 2009. Learning from several locals,

"NOT ONLY DO THEY CONTINUE TO FIGHT AFTER HOURS OF BATTLE, WHEN OTHER FISH WOULD DIE OR GIVE UP, BUT THEY ARE ALSO THE TOUGHEST TO CATCH. IMAGINE TRYING TO CATCH A FICKLE WHITE MARLIN A QUARTER-MILE BELOW YOU: THAT'S A SWORDFISH."



Holden and crew are no strangers to large swordfish; they hold the current Texas and Gulf records with a 493-pounder.

Holden caught numerous daytime swordfish and even had a six-fish day, one short of the record set by Capt. Nick Stanczyk. Determined to catch a swordfish over 500 pounds, Holden told his wife he wouldn't be home until he accomplished the feat. Three weeks after arriving in Florida, he landed one around 650 pounds.

With visions of large swordfish in my head and Holden just 23 fish away from 1,000, we had the makings of an incredible trip. The day I departed, Holden sent me a photo of Stanczyk with his elbow on a 20-pound bag of ice from their record-setting trip of 30 swords in three days. During that trip, they caught 23 fish over 200 pounds, had 12 doubleheaders and set a daily record of 15 fish. The accompanying text read, "Be ready to reel. GET TIGHT SUCKA!"

On the way out to the fishing grounds, roughly 85 miles from Freeport, we studied the bottom features we would fish during the next couple of days. "Compared to guys who target particular contour lines, we target bottom features depending on bait movement and current," Holden said. "When we find the bait stacked up, there is a pretty good chance we will get multiple fish.

Direct-Dropping for Swordfish

ADAPTED FROM the traditional U and C turns for deep-dropping, the direct-drop method was created by Holden and his crew for daytime swordfishing. In doing so, they can target specific bottom structures and easily drop down a second bait for a doubleheader. Originally using break-off weights tied to the hook, their current system is very simple. A wire from a window weight is hung over the hook before it is deployed. When the weight hits the bottom, it pops off, and the weight above it is used to keep the bait down. Holden uses a 2- to 3-pound top weight and a bottom weight at least 2 pounds heavier than the top weight to keep from becoming tangled. As Holden puts it, "These fish deserve more respect than duct-taped bricks and concrete blocks."

Working walls, ledges and canyons in depths of 1,600 to 1,800 feet, what appears to be a small change in depth on the sounder is actually a change of over 100 feet. More often than not, we can actually see individual fish on the bottom and drop directly down to them.”

Over the years, Holden and his crew have shifted their focus away from the numbers and have begun targeting larger fish, what they call the "thunder bite." Holden says, "A lot of the big ones are rogue fish and are often up in the water

The direct-drop method used by the crew of *Booby Trap* allows for multiple hookups, and doubleheaders are a common occurrence.





The author and Capt. Brett Holden (above) with a 65-pounder they boated, one of 11 swordfish caught during a three-day trip off Texas. Superstitions run high on Booby Trap, between its Voodoo Crew — MJ and Tito (below) — and other assorted lucky charms, when chasing swords.



"WE'VE CHANGED TO ALMOST EXCLUSIVELY USING CONVENTIONAL FISHING GEAR OUT OF RESPECT FOR THE FISH. I WISH EVERYONE WOULD SWITCH BACK TO USING CONVENTIONAL GEAR. WE ARE ONE OF THE LARGEST SUPPORTERS OF LINDGREN-PITMAN, BUT A REEL CRANKIE AND A GOOD DRILL CAN BE FASTER THAN AN LP."

column. Honestly, that is why a lot of people get lucky and come home with one very large fish rather than getting the numbers. Our biggest fish were caught in the middle of canyons while bump-trolling baits 300 to 500 feet off the bottom. Large swordfish are smart, and they've probably eaten 5 million squid in their life, so things need to look like something they've eaten before. It's tough because they like a moving bait, and you are teasing the fish a quarter- to a half-mile away depending on the scope in the line."

Organized Crew

I watched as Holden and his counterpart, Capt. Jeff Wilson, meticulously worked a deep hole. Slowly working down one side, through the bottom and up the other side, they constantly rechecked the bottom to make sure the bait was moving through

the zone. Compared with Florida, where the current is strong on the surface and at depths, the western Gulf lacks this consistent challenge when trying to get to depths of over 1,500 feet. This enabled Holden to perfect his direct-drop method (see sidebar), allowing him to pinpoint the location where he wants the bait to go and drop a second bait for a chance at a doubleheader.

The team uses a 50-wide Shimano Talica or Tiagra matched with Holden's Get Tight Sucka (GTS) rods. "We've changed to almost exclusively using conventional fishing gear out of respect for the fish," Holden says. "I wish everyone would switch back to using conventional gear. We are one of the largest supporters of Lindgren-Pitman, but a Reel Crankie and a good drill can be faster than an LP." At this point, the team only uses electric reels when the bite is slow to bump-troll and cover



large areas quickly. However, once Holden finds the bite, everything is back to conventional.

Match the Hatch

Catching four fish the first day, we inspected the stomach contents of the two fish we kept. Holden explained that the size of the bait dictates what the fish are more likely to attack, and the size of the prey in their stomach directly relates to how likely they are to be hooked. "Early in summer, when they are feeding on 4- to 6-inch squid, they are having to eat a bunch of them to fill up and burning a lot of energy in the process," he said. "However, when the larger squid come inshore later in summer and we find half of a 50-pound squid in the stomach of a sword, they are less likely to eat our baits. Instead, those fish are snagged from whacking at the bait instead of eating it."

Over the course of the three-day trip, we hooked

three doubleheaders and finished 11 for 14, falling short of the 23 fish we needed to reach 1,000 swordfish overall. We released a doubleheader of 250-pound-class fish followed by a 400-pound-plus fish that we only got a quick look at before it popped off the leader. With the legal limit of just four swordfish per trip, Holden and his crew can't take home every swordfish they catch, an unimaginable thing for many anglers. Holden estimates they release more than 80 percent of their swordfish, only taking home those that are hooked in the throat and have a slim chance of surviving. In 2013 alone, they released 13 swords that would have topped the 343-pound unrestricted Texas state record they set in 2010. Later that year, they broke the conventional record with a 493-pounder, the current Texas and Gulf of Mexico record.

After the trip, I asked Holden about his most memorable fish. He recounted a fish the crew fought for 23 hours, only to pull the hook. "We were after a junior world record with my nephew, and when that fish struck the bait, we knew we had a big one," he said. "It whacked at the bait seven times before we hooked it." Coming tight at 1 o'clock in the afternoon, the junior angler fought the fish for 18 hours before he was relieved; the fight continued until noon the following day, when the fish made one last 1,000-yard run before pulling the hook. When it was all said and done, the fish had pulled them a total of 18 miles.

Mission Accomplished

I got the call on a Tuesday morning in late July. "We got them, and we're currently at 1,001," Holden said. "It was a tough trip, but we got it done." He rehashed many of his great seasons and trips as he once again tallied the numbers in his head. "You can cheat in golf, you can cheat in poker, but you can't cheat in fishing," he proclaimed. The journey for 1,000 was never the goal in the beginning, but after tallying the logbooks, Holden and crew realized how close they were coming to their now completed milestone.

During his 28 years of fishing for swordfish, Holden feels he made a name for himself with one of the most challenging fish in the ocean. "With the rest of the billfish, anyone with a \$500 plane ticket and a charter boat can go after them, but that's not always true for swordfish," he said. "There are only a few places people catch them, and there aren't that many people who can consistently put you on a daytime swordfish. It's such a challenge, and that's why I like it."

Who can say they are the best at one thing? Holden and crew have set the record to prove it, and I think it is safe to say they are just that.



Holden caught his first swordfish in the 1980s (above left); he dropped down a commemorative weight for his 1,000th swordfish (top) and proudly flew a flag on the way home (above).

Holden's Texas Swordfish Seminar Raises Money for Veterans

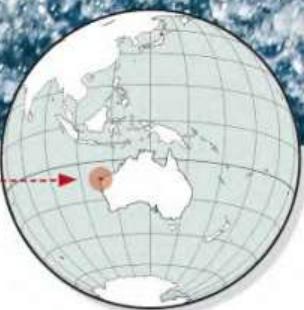
FOUR SEMINARS in four years raised more than \$1 million for U.S. veterans with Everyday Heroes Inc., which provides medical transport for veterans to doctors appointments and treatments. everyday-heroes-inc.com/usa

Australia's Other Marlin Fishery

EXMOUTH OFFERS OUTSTANDING ACTION
FOR BLUES AS WELL AS BLACKS

Story by Bonze Fleet
Photos by Capt. Eddy Lawler

Exmouth lies in Western Australia and offers an incredible variety of fishing opportunities. The blue marlin bite can be red hot, a bonus for those seeking black marlin.





IT HAS BEEN MY LIFELONG DREAM AND PASSION TO CHASE THE AMAZING BLUE MARLIN. THIS DREAM HAS TAKEN ME ALL AROUND THE WORLD TO SOME TRULY AMAZING DESTINATIONS AND LET ME MEET SOME OF THE GREAT PERSONALITIES INVOLVED IN THE SPORT. IT HAS TAKEN ME FROM BEING A MATE IN KONA, HAWAII, FOR SOME GREAT CAPTAINS TO CAPTAINING BOATS MYSELF IN HOT SPOTS SUCH AS CAPE VERDE AND THE AZORES. THE FISHING IS NOTHING SHORT OF OUTSTANDING IN ALL OF THESE PLACES, BUT LIKE ANY DIE-HARD BLUE MARLIN FISHERMAN, I AM ALWAYS ON THE LOOKOUT FOR THE NEXT HOT SPOT.



The blue marlin season runs from October to May, with prime time between November and January, but the fish might actually be there year-round.

Fueled by this passion, I always have my ear to the ground, and one spot kept popping up among crews and captains I spoke with: Exmouth, in Western Australia. I could find little information about the fishing or people who had fished there, but the rumors of amazing blue marlin fishing still remained. It was not until I received a fortuitous phone call from a young captain named Eddy Lawler that I actually got my chance to hear firsthand just how good the blue marlin fishery is. After this phone call and a short meeting with Lawler, I booked some tickets and was on my way.

TOURIST ATTRACTION

Exmouth is a small seaside town situated 790 miles north of Perth, on the west coast of Australia. Originally settled back in the 1960s as a military support center, it is now a major tourist destination that attracts thousands of visitors each year who come to see the Ningaloo Reef and swim with the whale sharks that migrate through the area every fall. But with the addition of a couple of local charter boats the word is getting out, and more and more people are coming for the amazing fishing.

The blue marlin season in Exmouth usually

runs from October to the beginning of May, peaking between November and January, when the water temperature rises to around 78 degrees. Lawler says the season could be longer but no one is fishing for the blues in the winter months; on the occasion when a boat does venture wide, it is

“In peak season, it is not uncommon for boats to raise 10 blues a day, averaging at least one or two captures per day.”

not uncommon to find a blue marlin in the spread during the day. I am sure after talking about this with Lawler that he will be watching more and more for warm eddies to push in over these winter months to go and have a look. Exmouth might have a year-round blue marlin fishery.

MULTIPLE SHOTS

In peak season, it is not uncommon for boats to raise 10 blues a day, averaging at least one



or two captures per day. That is an impressive capture rate that is right up there with all the best spots I have fished. The fish size is also good, with the majority being between 250 and 500 pounds. Every so often, you find one that pushes the 700-pound mark, and the Australian

The majority of the blues off Exmouth weigh between 250 and 500 pounds, but larger fish aren't uncommon.

130-pound-class-record blue, weighing 811 pounds, came from Exmouth. This area has the potential to produce Australia's first blue marlin over that magical 1,000-pound mark.

I joined Lawler for 10 days in December to sample the fishing firsthand, and I was certainly



Capt. Eddy Lawler's Stats

96 days fished
102 blue marlin
51 black marlin
28 striped marlin
86 sailfish
6 grand slams

Fishing stand-up gear from a fast center-console boat enables Lawler to stay right on top of the fish.

not disappointed. Lawler runs a 25-foot Contender, the ideal boat because the fishery in Exmouth is so diverse. Although his major passion is chasing blue marlin, Lawler can also guide clients to excellent inshore fishing that requires a platform set up for lure and sight-casting.

The run to the grounds is a short one, taking around 15 minutes to cover the 6 miles from the back of the reef to the drop-off where the lures are

set and the action can start. Exmouth is known as a windy location, and you are generally greeted by a 15- to 20-knot southwest trade wind but a relatively friendly sea, because at that time of year the swell is normally less. While I was there, the weather was spectacular, and we never saw more than 15 knots the whole trip. But take a good jacket with you; the spray is going to get you wet.

EFFECTIVE SPREAD

Lawler prefers to run lures on stand-up tackle while targeting blue marlin because he says the fish can move quickly as the water moves. The lures allow him to cover more ground and move with the fish. He also says he has a good capture ratio fishing lures. The spread he fishes is a very simple one: He runs four hooked lures with two large teasers in short. I saw firsthand just how effective this spread

“The first day we fished, we successfully released a grand slam of a blue marlin, a striped marlin and a sailfish. That’s a pretty spectacular day in anyone’s book.”

was after only 30 minutes on the first morning of the trip as we made our first pass into one of the many offshore canyons. The lure on the short disappeared into a hole of foaming white water, followed quickly by a 400-pound blue marlin tearing up the surface off to the side of the boat.

It was a quick, spectacular fight, with Lawler and deckhand Murray Teasdale working seamlessly, getting the gear cleared and the angler up to the bow of the boat. This is one of the huge advantages of a center-console boat, allowing for the fish to be fought off the bow and the captain to have the ability to run down quickly on the fish. It is also the reason for the use of stand-up tackle, so

Charter Operators

Peak Sportfishing Adventures

Capt. Eddy Lawler

peaksportfishing.com.au

On Strike Charters

Capt. Josh Bruynzeel

onstrike.com.au

Diversity Bluewater Adventures Exmouth

Capt. Pete and Mick Dixon

diversityexmouth.com.au

the angler has the ability to move around the boat. This style of boat driving enables the angler to keep light drag on the fish. Our first blue reacted by remaining on the surface, making for some spectacular aerial displays close to the boat. This would be my experience on a regular basis during the next 10 days.

BOAT-DRIVING STRATEGY

Lawler likes to keep a belly in the water and drive more toward the fish and not so much down the line. This style helps keep the fish on the surface. I certainly could not argue with his results — by the end of the season, he had more than 100 blue marlin, with a staggering 72 percent hookup rate. It was also interesting to note that his hook rigs were a mixture of singles and doubles, with no great difference in success rate. He does admit to a thorough approach to preparation. Keeping the hooks razor sharp, combined with his driving and angling style, has played a large part in these results.

With the spectacular blue marlin fishing that Exmouth has — the reason I was drawn to the

area — it would be foolish of me not to mention the bycatch we experienced on the trip. That alone was nothing short of spectacular. The first day we fished, we successfully released a grand slam of a blue marlin, a striped marlin and a sailfish. That's a pretty spectacular day in anyone's book. Lawler has made a habit of this, being the only boat ever to tag and release three grand slams in three consecutive trips using Billfish Foundation tags.

On top of this grand slam, we caught a number of black marlin, with one going 450 pounds; wahoo, yellowfin tuna and mahimahi were thrown into the mix as well. There was never a dull moment in between blue marlin bites.

While I never experienced the crazy fishing action that Lawler reports is possible, we still caught enough blue marlin to make the trip a resounding success and got to see the potential that this untouched fishery has to offer. With the news slowly getting out, and more and more boats starting to target blue marlin here, it will be interesting to see just what this place can produce. I know there are a lot of spectacular blue marlin fishing destinations around the world, but I would highly suggest keeping an eye on the reports coming out of Exmouth, and maybe even jumping on a plane and coming to experience the best blue marlin fishing Down Under has to offer. 

Lures work great in this area, and can catch everything from blues and blacks to stripes and even sailfish on occasion. In fact, Lawler has caught many slams over the years.

Exmouth

GETTING THERE: Exmouth is easily accessible via Learmonth Airport, with daily flights from Perth by Qantas and Virgin Australia that take approximately 1½ hours.

CLIMATE: During summer and peak blue marlin season, temperatures are in the high 90s, but it feels cooler while fishing due to the constant trade winds.

ACCOMMODATIONS: There are many accommodations options, from caravan parks to five-star resorts. Take a look at the Exmouth Visitors Centre's website for details (visitningaloo.com.au).







HOT SHOTS

PHOTO BY CAPT. JEFFREY KAHL

Marlin Kahl, 19, wires a hot blue marlin off Maui, Hawaii. The fish was caught and released aboard the charter boat *Piper*, a 47-foot Cabo owned by his father, Jeff.

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► CONTROL ALL TEASERS

Made for the captain who wants total control of his teasers and dredges, the new Teezer TD-4000 from Elec-Tra-Mate is the most advanced teaser reel ever created. Designed for pod areas in hardtops, the teaser-reel system uses several microprocessors to program and control its four separate motors and spools independently. The system can also detect disturbances in the teasers and notify a captain of where a fish is in the spread. elec-tra-mate.com



► LIGHTER AND MORE VERSATILE

At 50 percent smaller and 40 percent lighter than its predecessors, the HERO4 Session will prove to be more versatile during your next trip offshore. The camera benefits from a durable, waterproof design that eliminates the need for a separate housing; it is waterproof to 33 feet, making it ideal for getting underwater billfish-release footage. Shooting at 1080p and 60 frames per second, the HERO4 Session also incorporates automatic image rotation while recording. gopro.com

► ADDED OPTIONS FOR COSTA C-MATES

Costa C-Mates no-line readers are now available with Costa's 580P technology and an additional third power range of +2.00. Available in a wide variety of frame styles for men and women, C-Mates no longer have a visible line dividing the bifocal lens and come with gray, blue-mirror or copper lenses for any situation in which you need to see both up close and in the distance. costadelmar.com



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Simrad's StructureScan 3D allows boaters to easily see fish, underwater structure and bottom contours in a stunning three-dimensional display. The new module and transducer create high-resolution, 180-degree superwide views in depths to 300 feet, and as far as 600 feet port and starboard, to gain a better understanding of where fish are located and increase your odds during your next fishing trip. simrad-yachting.com

REACTION TIME IS CRITICAL WHEN YOU'RE IN THE BITE.

When it's "Fish on!", you need to be ready to back down on that potential prize winner. For 100 years ZF has been a leader in driveline technology, and our SUPERSHIFT 2 is taking pleasure craft propulsion to the next level. ZF Marine's SUPERSHIFT 2 features a simple and robust design, optimized hydraulics for smoother shifting, faster clutch engagement, less engine RPM drop, and increased maneuverability. For improved shift quality, it's time to get "hooked up" with ZF. mn.zfmarinepc.com



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NEW PRODUCTS

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The new Feather fighting belt from Alutecnos is constructed of high-grade 6082 aluminum and AISI 316 stainless steel. Weighing just 21 ounces, the fighting belt is perfect for any angler who doesn't want a bulky belt but also demands top performance. Now available with a black, blue, red, silver or gold anodized finish for added protection, this belt has many years of fish-catching ahead of it. alutecnos.com



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Grundéns Breakwater pants and shorts are the first installment of the company's new sport-fishing collection. Engineered from a lightweight nylon four-way stretch material, Grundéns' innovative TidalWeave fabric technology seamlessly blends different densities and textures to create superior abrasion resistance in critical areas such as the seat and knees. The pliers pocket incorporates tiny armor plates of SuperFabric to create a durable, slash-proof material. grundens.com

IMAGINE THE POSSIBILITIES

The new Tundra 210 from Yeti is as deep as the company's largest Tundra 420 cooler, with an internal height of 22½ inches, adding to Yeti's line of cube-style coolers. With over 12,000 cubic inches of capacity, the smaller footprint of the 210 takes up less deck space on the boat while still allowing you to fill it with more than 200 pounds of ice, 138 beverages with a 2-to-1 ice ratio, or mahi and tuna from your trip offshore. yeticoolers.com





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Lines In Tournament Report



Captain/owner Johnny Dorland and angler Lance Hill on *Cotton Patch* landed a tournament-record 899.6-pound blue.

WHITE MARLIN OPEN

Aug. 3-7, Ocean City, Maryland

Fishing for a pot of more than \$3.8 million, 307 boats competed in the 42nd annual White Marlin Open in Ocean City, Maryland. Battling tough fishing conditions, angler Cheryl McLeskey aboard *Backlash* walked away with the largest payout of nearly \$1.2 million for her 94-pound white marlin. McLeskey, a native of Virginia Beach, Virginia, is the first female angler ever to win the White Marlin Open, and hers was the third-largest white marlin recorded in tournament history. Landing a 79-pounder, angler Bill Haugland and the crew aboard *Lights Out*, from Ocean Reef, Florida, walked away with just over \$1 million in winnings. The only blue marlin landed in the tournament was aboard *Goin In Deep*, from Fort Lauderdale, Florida, with Larry Hesse Jr., who landed a blue weighing 551 pounds and won \$778,352. In the release division, *Fishaholic* topped 96 other boats, with 15 white marlin and one blue marlin released. *Fishaholic* was also named White Marlin Open boat of the year. In the prestigious top angler division, John Gudelsky aboard *Reel Joy*, from Ocean City, Maryland, released six white marlin, a blue marlin and a spearfish for top honors.

BERMUDA TRIPLE CROWN

July 3-19, Hamilton, Bermuda

Spanning nine days of fishing across three different tournaments, including the Bermuda Billfish Blast, Bermuda Big Game Classic and Sea Horse Anglers Club Billfish Tournament, it was the crew aboard *Mama Who* that took top honors. Led by owner Elaine "Lainey" Jones aboard her 77-foot Jarrett Bay, Capt. Ronnie Burbage and crew caught six blue marlin and one white marlin during the tournament series to win it. During the Sea Horse Anglers Club Billfish Tournament, *Mama Who* caught four blues to edge ahead of the crews aboard *Uno Mas* and *Sea Toy* in the overall standings. ☀

Tournament Record Set at Emerald Coast Blue Marlin Classic

COTTON PATCH LANDS 899.6-POUND BLUE AT SANDESTIN

June 22-26, Sandestin, Florida

More than \$1.5 million was up for grabs for the 79 teams fishing the 13th annual Emerald Coast Blue Marlin Classic in Sandestin, Florida. On the back of an off-week for most of the teams fishing the Gulf tournament circuit, it was the crew aboard *Cotton Patch*, with captain/owner Johnny Dorland and angler Lance Hill, that came out on top, setting a tournament record with an 899.6-pound blue marlin. "I caught my first billfish, a sail, in 1968, when I was 13 years old, fishing out of Orange Beach, Alabama," Dorland says. "So to come out on top in a tournament of this caliber, competing all summer against guys you respect, and to do it with friends and family, is very gratifying. Sure the

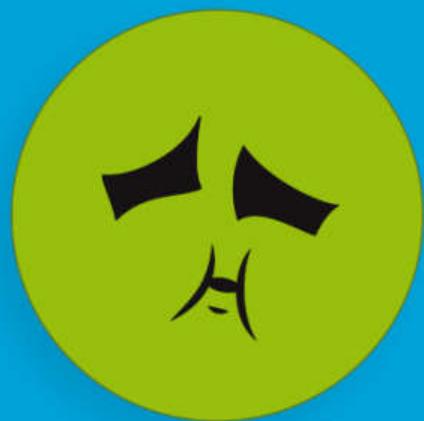
money is nice, but to catch a fish like this one is definitely rewarding. We're not stopping; we're going to keep after it until we catch another one that weighs 101 pounds more. That's our next goal, to boat a grander."

Female angler Laurie Jones; her husband, Rocky Jones; Capt. Scooter Porto; and the crew aboard *Reel Addiction* finished in second place with their 551-pound blue marlin. Keith English, Capt. Matt Mauldin and the rest of *Click Through* boated the third-largest blue marlin, a 548-pounder, *Pier Pressure*, with Capt. Brian T. Lord, released three blues, one white and one unidentified billfish to take first place in the catch-and-release standings. In total, 43 billfish were caught during the tournament, including 28 blue and 15 white marlin.

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Lines In Tournament Report

BERMUDA BIG GAME CLASSIC

July 9-13, Hamilton, Bermuda

The crew aboard *Divine Intervention*, led by Capt. Chris Zaskey, released three blue marlin to claim first place. *Big Deal* edged out *Hit N Run* for second place on time, with both teams releasing two blue marlin and a white marlin.

BLUE MARLIN WORLD CUP CHAMPIONSHIP

July 4, Worldwide

Angler Anthony Johnson aboard *Pesca Grossa*, with Capt. Duart Nuno Goncalves and Capt. Gerard "Frothy" de Silva, weighed a 652-pound blue in Madeira, Portugal, to win the coveted event.

BLUE MARLIN GRAND CHAMPIONSHIP

July 7-12, Orange Beach, Alabama

J.J. Tabor and his team aboard *Double J*, a 37-foot Freeman catamaran, landed a 716.6-pound blue marlin to earn \$266,907 for the first-place tournament award and optional cash entries.

CAROLINA BOAT BUILDERS TOURNAMENT

July 23-26, Manteo, North Carolina

Capt. Mike King and the crew on *Stream Weaver* took the top spot, releasing three blues, four whites and three sails over two days of fishing during the 12th annual Carolina Boat Builders Tournament.

GULF COAST TRIPLE CROWN CHAMPIONSHIP

Dennis Pastentine, Capt. Robbie Doggett and their veteran team aboard *Relentless Pursuit* are the 2015 Gulf Coast Triple Crown Champions. *Rise Up* finished in second place, and *Cotton Patch* in third.

KONA SHOOTOUT

Aug. 3-6, Kona, Hawaii

Capt. Kevin Nakamaru and angler Rich Gaines aboard *Northern Lights* released five blue marlin to take first place. *Huntress*, with Capt. Steve Epstein and Brian Isherwood, took second place, and Capt. Rob Ellen and Mike Nelson aboard *Lightspeed* finished in third.

THE LONE STAR SHOOTOUT

July 21-26, Port O'Connor, Texas

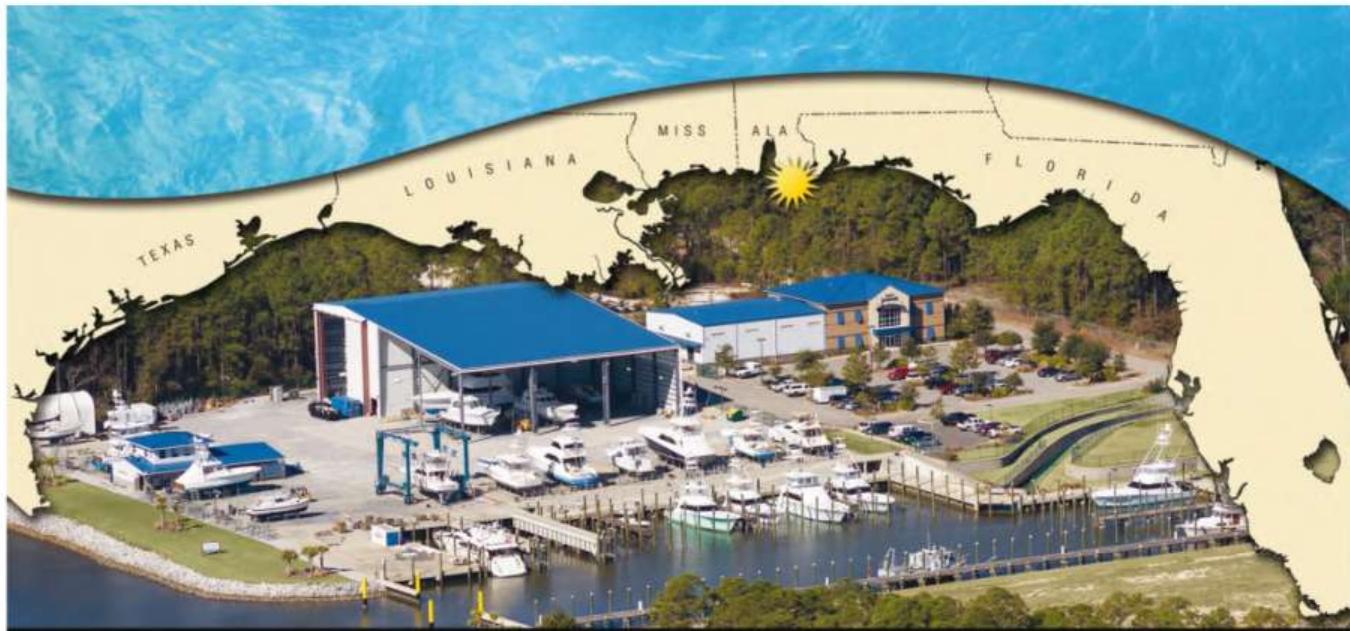
Jasen Gast, Capt. Troy Day and the crew aboard *Rehab* released two blues and two sails, and weighed a 412.5-pound blue to win the Champion's Trophy. Capt. Shane O'Brien and the crew aboard *Wild Hooker* took top release boat with three blue marlin releases.

MEGA DOCK

July 8-11, Charleston, South Carolina

The crew aboard *Artemis*, led by Capt. Legare Smith, took first place with two marlin releases during the tournament. *Sportin' Life* released five sailfish to earn second place on time, and *Can't Complain* finished in third with five sailfish releases.

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Titan 64

THE SIXTH BOAT FROM TITAN WAS BUILT TO RUN FAST AND FAR

Titan Custom Yachts owner Russ Garufi has half a dozen boats under his belt with the introduction of this latest convertible. Garufi is a successful entrepreneur and homebuilder, so after years of running, servicing and repairing his venerable 42 Bertram, he decided to build a new boat himself. He was already a student of yacht design and accomplished in all phases of construction, so he had at it in a field in Maryland. The completed boat was the first Titan, a

58-foot convertible. The first person to sea trial the boat bought it on the spot. Since then, he's built three 62-footers, and we had the opportunity to sea trial his new 64 from his slip at Sunset Marina in Ocean City, Maryland.

BUILT FOR SPEED

Garufi had worked with Roop Yacht Architecture & Design going back to his first boat in 2003. "There were a few goals we strived to achieve with the hull design of the 64," says Darron Roop.

"Russ wanted to maintain a draft that would clear shallow bars, so we incorporated moderately deep tunnels with a close tip clearance for the five-blade Veem props to achieve a 5-foot-3-inch draft. Russ also wanted the boat to run fast, but he wanted a comfortable ride at speed. We accomplished this by adding more shape and deadrise to key areas of the bottom, which resulted in a fast cruise without pounding and a top speed of 40 knots."

The 64 looks like a bigger boat,



probably owing to the 19-foot-2-inch beam. The rake of house and bridge as it rises from the wide foredeck gives it that sleek, classic custom-yacht look. The fairing work and paint are first class, and the cockpit and mezzanine are finished with teak that, along with the teak covering boards, enhances the classic look.

ENGINE ROOM

Accessed via a clever cockpit hatch, ladder and waterproof bulkhead door, the engine room houses a pair of 1,925 hp Cat C32 ACERT diesels. A white powder-coated tool chest sits against the forward bulkhead, with engine gauge panels

remotely mounted above it. Fuel filters also reside on the bulkhead forward of each engine for ease of maintenance, along with the Mastervolt battery charger, which feeds two banks of compact Northstar deep-cycle batteries located in cabinets outboard of the engines. Another cabinet provides storage for a full complement of spare filters.

Two Westerbeke 21 kw generators sit aft of the engines, each capable of powering all systems on the boat. Aft of the engine room is the Seakeeper gyro. Garufi is a stickler for making all mechanical components that require service easily accessible, and to that end he included a hidden lift-out section of the cockpit deck over the gyro to facilitate the 10,000-hour service. That's thinking ahead.

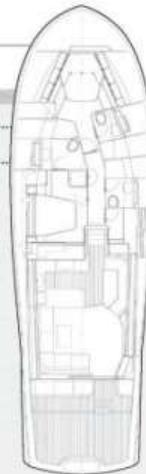
COCKPIT

The wide beam gives the boat a large cockpit, accentuated by the mezzanine. There are three livewells; two deep, round wells are located beneath hatches in the cockpit sole, and the third is in the transom, with a clear viewing panel. All hold 50-plus gallons and are fed by a pump system with valves for controlling flow rates. A large Release Marine fighting chair on an offset stanchion graces the center of the cockpit. A massive 462-gallon coffin-size fish box that will easily hold four large bigeye tuna comes fed by a Dometic ice maker and located in the mezzanine deck. A second icebox/storage compartment is situated to port along with a large refrigerated drink box.

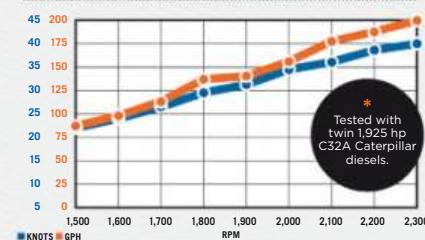
Beneath the couch on the mezzanine, an oversize freezer can hold a tournament's worth of bait or

SPECIFICATIONS

LOA:	64'
BEAM:	19'2"
DRAFT:	5'3"
DISP.:	87,000 lb. with fuel and water
FUEL:	2,200 gallons
WATER:	235 gallons
POWER:	Twin Caterpillar C32 ACERT 1,925 hp



PERFORMANCE



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food. Curved wing doors beneath the cockpit coaming open for access to shore power on the starboard side, and the saltwater and freshwater wash-down hoses and gaffs on the port side. To the right of the salon door, there's a tackle station with a grill on top, and a Marine PC waterproof LCD screen linked to onboard electronics, including the depth finder, drops from a compartment over the mezzanine.



The large cockpit features mezzanine seating, three livewells and plenty of storage. There's also a massive 462-gallon fish box beneath the mezzanine.

BOATS OF INTEREST

The luxurious interior features sapele mahogany wood combined with top-quality fabrics and upholstery.

INTERIOR

The salon and galley cabinetry features rich, dark, grain-matched sapele mahogany. An overhead compartment with three drop-down doors opens to reveal eight big-game outfits framed by blue carpeting and blue rope lights. An L-shaped settee with storage beneath is located to port; a cabinet housing the electrical panel, entertainment center and controls for the gensets is just inside the door to starboard.

The galley is well-equipped, with a microwave/convection oven, four induction cooking surfaces, three refrigerated drawers and one freezer by Sub-Zero, and a lift-out counter panel that reveals a breadbox storage area. There is storage galore in the cabinets above and below the counter.



with a pull-out bench upholstered to match the headboard.

Forward of the master, a door conceals an over/under washer and dryer. A second large stateroom in the bow has a raised bed, eight overhead

housed off to the side as a backup, and communications gear is flush-mounted in a drop-down compartment overhead. The engines feature Twin Disc transmissions with QuickShift for switching modes.

“The Titan 64 is built with construction techniques that go above and beyond to provide a level of performance, safety and reliability that will withstand many years of navigating an unforgiving sea.”

ACCOMMODATIONS

The 64 has three staterooms and three heads. At the bottom of the stairs to starboard is a double-bunk room for kids or crew, with a head and sink just forward of that. On the port side, a luxurious master features a raised platform bed with a uniquely patterned padded headboard. There is storage beneath the bed, plenty of cabinets with drawers and a cedar-lined hanging closet for clothes. A makeup vanity with a mirror comes

The helm has easy electronics viewing, as well as single-lever controls coupled to Twin Disc QuickShift transmissions.

cabinets and a hanging closet for clothes. It has a private head with a shower identical to the master. The entire interior is easy to clean using the central vacuum.

BRIDGE

You access the flybridge, spacious enough for eight people, via a ladder to starboard. Twin drop-down doors in the hardtop provide lockable storage for eight more rods and reels, and a large dry storage area in the bridge brow is accessed through a rear-facing door.

Twin 19-inch Furuno TZtouch monitors are front and center. A stand-alone NavNet 3 unit is

PERFORMANCE

Minutes after leaving the slip, we were pushing into 3- to 5-foot seas driven by a southeast wind. Garufi wanted to demonstrate the performance of the Seakeeper, so he put the boat broadside to the heave and it began to roll. Then he engaged the Seakeeper and the boat settled in a matter of seconds, with 90 percent of the roll eliminated by the gyro. Garufi said he would not build another Titan without a Seakeeper.

We headed offshore a couple of miles to put the boat through its paces. Garufi cut a hard circle at 25 knots that was not more than 300 feet in circumference, with the boat leaning modestly into the turn. The big Cats pushed the boat from a slow troll to a 32- to 34-knot cruise in seconds, and the hull responded to the rudders quickly and without any surprises. When it came time to wring it out, the boat ran to 40 knots without hesitation.

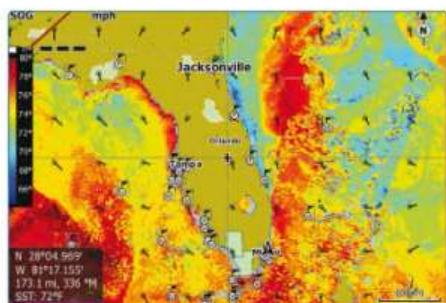
The Titan 64 is built with construction techniques that go above and beyond to provide a level of performance, safety and reliability that will withstand many years of navigating an unforgiving sea. She cruises and fishes with predictable grace and comfort. ☀





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Bermagui, Australia

RICH IN HISTORY, THIS QUAIN TOWN OFFERS MANY OFFSHORE FISHING OPPORTUNITIES

Situated 240 miles south of Sydney on the east coast of Australia is one of the prettiest fishing villages I've ever visited. The coastal town of Bermagui is steeped in game-fishing history that stems as far back as 1936, when world-renowned American angler and adventure writer Zane Grey visited the area. Grey put these prolific fishing grounds on the world map when he wrote about this beautiful place in his famous book *An American Angler in Australia*.

Grey revisited Bermagui again the

following year and caught many more Australian records and giant sharks, including tigers, makos and great whites. He also captured black and striped marlin, along with longtail (northern) bluefin tuna and huge yellowfin tuna. Grey's involvement in the area also led to his patronage of the Bermagui Sport Fishing Association. His famous yacht, *Avalon*, spent many months sheltered in the waters of Bermagui's Horseshoe Bay, where the tourist, caravan and camping park bears the name of the famous angler today.

For many years after Grey's visits to Bermagui, the area was known as the yellowfin tuna capital of Australia, and most of the Australian records — and even a few world records — are still held there. When you look at all these records, though, along with the

Bermagui Big Game Anglers Club records, the one thing that jumps out at you are the dates of all these great catches. The heyday for yellowfin here was prior to the turn of the century and before the east-coast stocks were commercially overfished to disastrous levels by longliners. Consequently, the days when these big tuna cruised in numbers along the inshore reefs off the New South Wales coast are gone, and Bermagui's professional fishermen have suffered as a result.

Most of the charter fleet here was set up for tuna fishing and depended heavily on the autumn and winter runs of those jumbo yellowfin. Back in the heyday, one had to book a vessel well in advance to get a trip offshore, but when the yellowfin practically dried up, many of the local operators either retired or went out of business. Those captains who survived changed their tactics and concentrated on the sharks, marlin, and the odd southern bluefin tuna and yellowfin



Just 13 miles from Bermagui Harbour (above), the continental shelf attracts runs of jumbo yellowfin (left).



tuna out wide of the continental shelf. Luckily, the marlin fishing is still very good here, and some of the biggest striped marlin outside of New Zealand have been taken off Bermagui.

Personally, I have fond memories of this wonderful place, and during my early days of sport fishing I caught my biggest-ever striped marlin here, weighing a solid 305 pounds, on 20-pound tackle. My largest yellowfin tuna and yellowtail kingfish on 12-pound and 20-pound tackle came from Montague Island, just a short run to the north from Bermagui Harbour. I've also had some exciting times here with the summertime run of blue marlin, and before I started fishing with medium to heavy tackle, I was busted up or clean

spoiled many times by solid blues while trying to catch them on 20-pound and 30-pound tackle. To give you an idea of the size range of blue marlin often found here, the current ladies' world record weighed 997 pounds and was caught on 80-pound tackle off the continental shelf, just to the north of Bermagui near Batemans Bay, in 1999.

Today, this magnificent seaside country town is still famous for its fishing, and recently there were major upgrades to the harbor facilities and boat ramps to cater to the influx of vessels and anglers. Especially during the summer and autumn game-fishing season (January to June), the local and interstate trailer boats converge on Bermagui in droves. When the

Outside of New Zealand, Bermagui offers some of the best fishing for large striped marlin in the world.

weather is favorable, particularly on the weekends, the main boat ramp in the harbor often sees huge lines of cars, even traffic jams. Sometimes patience is needed just to get the boat in the water.

Because Bermagui is situated very close to the southern NSW border, many anglers from the state of Victoria make the journey up the coast to Bermagui with their trailer boats for long weekends and extended fishing holidays. Most of the prolific grounds off Bermagui lie within a safe distance of the coast for these well-equipped trailer boats, many of them ranging between 20 and 23 feet long. The continental shelf, for example, is only 13 miles from the harbor, and between the shelf and harbor are several prolific deep reefs. The grounds around Montague Island are also another hot spot for sharks and large yellowtail kingfish. Even the bottom fishing on many of the shallow and deep reefs is very good for a variety of species, including snapper and the tasty Tasmanian trumpeter.

Every year, several popular game-fishing tournaments are held in Bermagui, and during the summer month of January, the Bermagui Big Game Anglers Club hosts its Blue Water Classic. This tournament always produces a wide range of species, with everything from blue, black and striped marlin to a variety of sharks and tuna, which are mostly tagged and released. Last year, a huge 800-pound mako was captured from a small trailer boat, and a solid 270-pound striped marlin also came to the weigh station.

The annual yellowfin tuna tournament takes place each May and is hosted by the neighboring Canberra Game Fishing Club. This popular tournament started back in 1980 and attracts anglers from far and wide. The event became quite famous back in the hot tuna days, when the incredible run of inshore yellowfin used to turn up in good numbers to test the skill of anglers. Although the tuna aren't as prolific as they once were, the tournament's tradition continues. Anglers concentrating on billfish often find big yellowfin well over 100 pounds outside of the continental shelf.

GETTING THERE

FROM THE CITY OF SYDNEY there are several ways to get to Bermagui. One of the most relaxing ways is by the daily train service, which offers plenty of nice, scenic views of the NSW southern coastline. From Central Train Station it's a four-hour ride down to the small country town of Bungendore, where buses provide the remaining half-hour trip to Bermagui. Traveling by coach from Sydney's Central Coach Depot takes much longer, and the trip is usually around eight or nine hours, depending on the number of stops. The other option is to fly on a small- to medium-size plane operated by the Eastern Air Domestic Service from Sydney to either Moruya or Merimbula. All the transport details can be found on the Bermagui information site at visitbermagui.com.au.

WHERE TO STAY

This quaint coastal town will take your breath away, and it's best to stay right in the heart of town in any of the accommodations listed below so you can enjoy all the local hospitality. The old Bermagui Beach Hotel, for example, was built in 1895 and boasts great views, good food and the coldest draft beer on the NSW coast. It's a nice place to relax, particularly after a long day of fishing.

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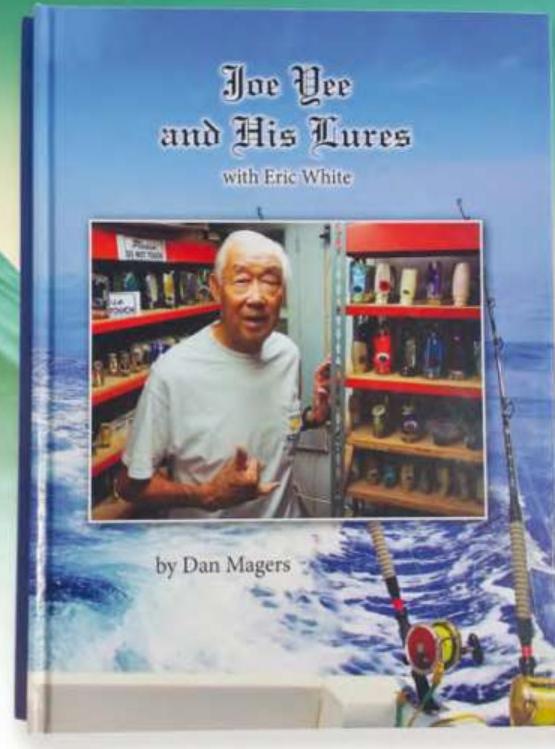


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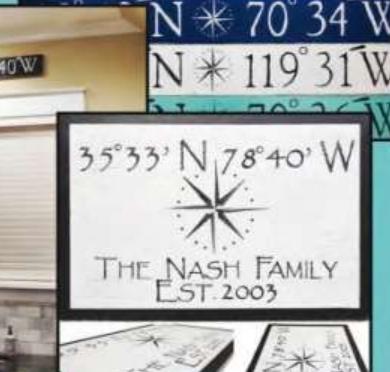


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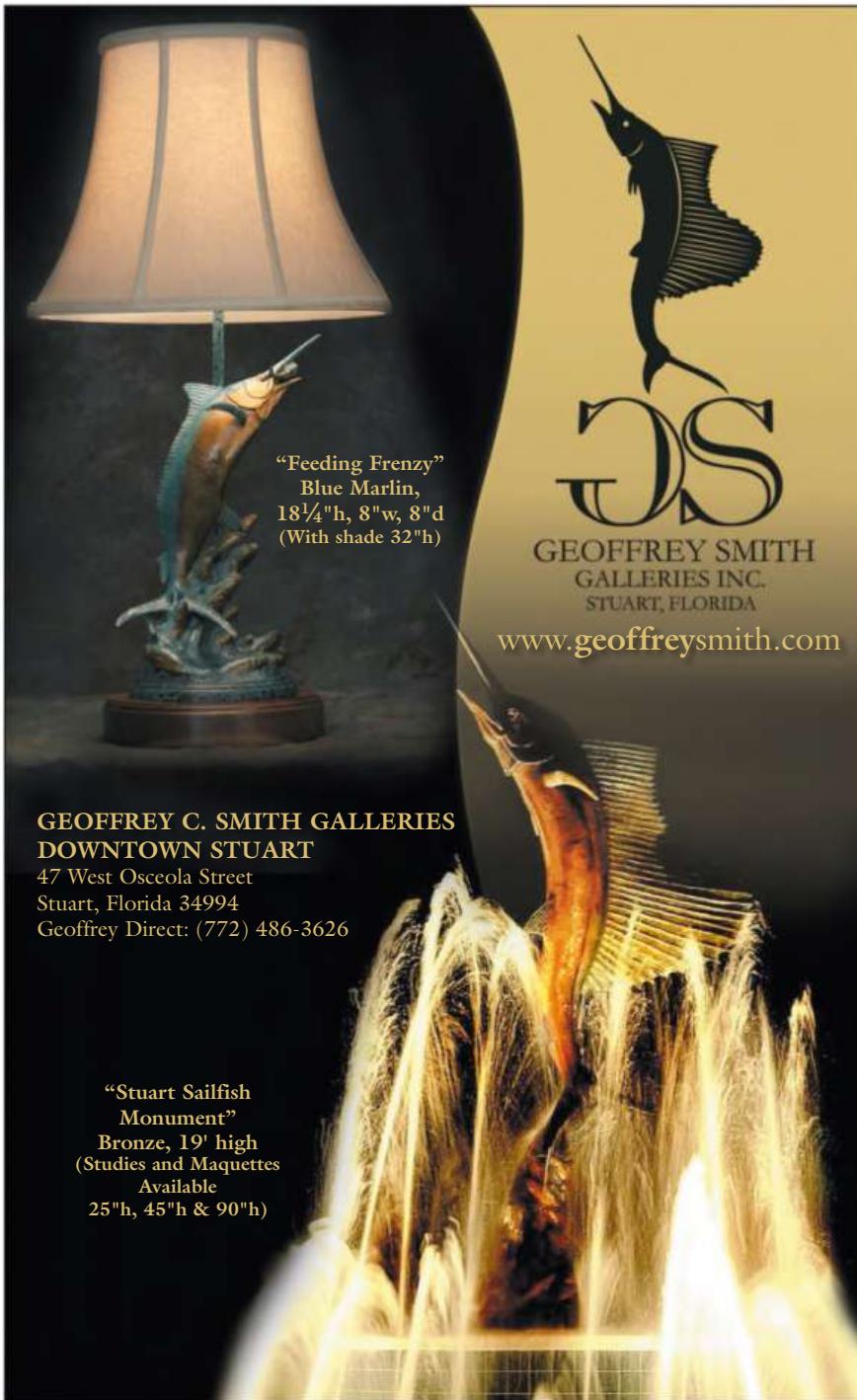
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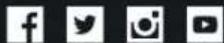
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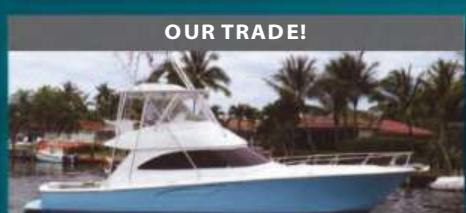
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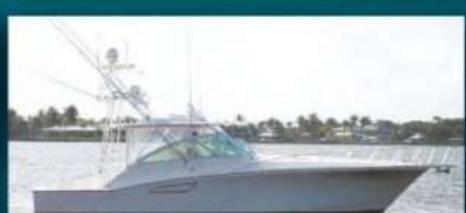
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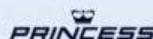
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\$1,499,000 | Sean Fenniman, 772.260.1628



Nice & Easy | 2012 57' Bertram
\$1,879,000 | Tom Jenkins, 772.201.1800



Lamplighter | 2013 54' Bertram
\$1,795,000 | Judy Torrey, 561.312.4125



Miss B Haven | 1989 48' Rybovich
\$449,000 | Cole Watkins, 863.514.3752



Down Time Too | 2008 45' Riviera
\$599,000 | Jim Hill, 772.215.0878

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Papo | 2008 74' Viking | \$3,299,000
Flawless condition, twin MTU 16V2000, 2400hp, 1550 hrs,
5SR/4 1/2 heads, every option available, must see



Bulls N Behrs | 2011 67' Custom Carolina | \$1,795,000
Twin MAN V-12, 1550hp, 4SR/3 heads, twin Onan 21kw gensets,
Eskimo ice maker, watermaker, unmatched custom sportfish



B3 | 2003 67' Bertram | \$1,199,000
Stunning Enclosed Flybridge model, twin MTU 16V2000, 2000hp,
1900 hrs, 4SR/4 heads, custom high gloss cherry interior,
Scottsman icemaker, will not last



Kathy Jo | 2002 60' Bertram | \$779,000
Powered by reliable twin Caterpillar 3412E, 1400hp,
2 new Garmin 8215's, Kohler generators, Eskimo icemaker,
watermaker, beautiful open salon layout



Carpe Momentum | 2005 58' Donzi | \$1,499,000
Hard top w/tower, twin MTU 12B2000, 1550 hp, 2SR/1 head,
designed for Tournament fishing. Incredible value



Marimar | 2005 57' Bertram | \$799,000
MAN CR 1550hp, 3/3, high-gloss cherry, davit, undrvtr lts,
2 gens, watrmkr, U-shaped bridge seating, ckpt table



MIMI - 2008 SPENCER 59 - CAT C-32's cruise 37 kts, top end 47 kts. 2014 PipeWelders Tuna Tower and 44 ft 4-spreader Super Lightweight riggers w/hydraulics. 3/2 layout. Night vision camera, Crestron/ Kaledescape server, A/C mezzanine, new interior carpet, new exterior cushions. Superfast!



FISHINATOR - 2014 SPENCER EXPRESS 44 - Twin Volvo IPS 435 hp pod drives, 545 hours. Cruise 28 kt @ 3300 rpm, 32 kt @ 3600 rpm. PB style controls with joy stick. Master forward, 2 double berths aft, head/shower. Garmin electronics, large fish storage boxes. Ready to fish or weekend excursions! Now in Cape May, NJ.



62' SPENCER 2016. Avail for purchase Dec 2015. CAT C-18's w/low hours. PipeWelders Tower. 3/2. Seakeeper, underwater exhaust, Spot Zero System, Livos Mist Eliminator System.



69' SPENCER 2016. Offered for sale Feb 2016. 1925 hp CAT C-32's w/low hours, PipeWelders tower, 4 Cabins, Bow Thruster, Seakeeper, 2 Gens, Spot Zero System, Underwater Exhaust.



74' SPENCER 2017. Offered for sale February 2017. 2600 hp MTU's will have low hours. PipeWelders Tower, Bow Thruster, 2 Seakeepers, 4 Cabins, Granite, with an Elegant Upscale Interior.



34' GLENN BRADLEY CUSTOM CAROLINA ► CC 2006. Twin 300 hp Yamahas w/Porta brackets, leaning post w/live well, hardtop/tower, transom fishbox, teak cockpit. Manteo, NC.

◀ **52' 1994/95 BUDDY DAVIS.** Twin 820 hp MAN engines, 1450 hrs SMOH. Newer 800 gal fuel tank, water tank, water pump, etc. 2 SR, galley down. Near Cambridge, MD. Bring offers!



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48' OCEAN - 2000
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This one of a kind Custom Walk-Around is the ULTIMATE South Florida TOURNAMENT Sportfish. The Boat was hauled in the summers of 2012/2013/2014 and received an extensive re-fit.
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45' VIKING - 2008
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46' OCEAN - 2007
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45' RYBOVICH 1969/2012

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42' GAMEFISHERMAN 2004

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42' RYBOVICH 1958

A totally restored classic that is a true 10! CAT power, Hopewell tower, **Call Bill Snyder: 561-371-4161**



40' JERSEY CAPE 2015

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76' MARK WILLIS 2008

MTU M/93s, 2400hp. This is the highest pedigree finish ever! She's perfect in every way! Tremendous 4 stateroom layout & superior seakeeping abilities. She's ready and better than new! Contact Worldwide Central Agent.



74' TRIBUTE 2003

Repowered in 2012 with C-32As. Provides a 30 kt. cruise, holds 3300 gallons of fuel. Incredible 4 stateroom / 4 head layout. She's built to travel with redundant equipment and she shows very nice. Don't miss this one! Contact Worldwide Central Agent.



72' TRIBUTE 2007

4 stateroom / 3 head layout, plus a huge tackle room. Powered by Cat C-32As boasting a 35 kt cruise, burning 112 gph. She has a beautiful cherry wood interior accented by rich leathers and exotic marbles. She's ready to go anywhere. Contact Worldwide Central Agent.



66' HINES FARLEY 2002. 1850hp MTUs provide 35kt cruise, 3 large staterooms, 3 heads. Beautiful Cuban mahogany interior w/ superior finish work. Incredible cockpit area w/ spectacular ride in heavy seas. Very nice boat! Contact Worldwide Central Agent.



66' PAUL MANN 2009. Twin CAT C-32As, platinum warranty through 10/16 or 6,000 hrs. 3 SR/4 head layout, gorgeous, well appointed interior w/ the finest hardware and detail. Complete electronics package, low original hours. Excellent cruise speed and an amazing Carolina ride, ready to go anywhere! Contact Worldwide Central Agent.



65' BLACKWELL 2006. Caterpillar C-32-A's with warranties provide a 36 knot cruise, 2 Generators, and holds 2175 gallons of fuel. Three staterooms, full A/C on mezzanine. This is the nicest Blackwell ever built. She is ready to go! Contact Worldwide Central Agent.



64' SUNNY BRIGGS 2001. C-30 Cats 1550hp, 2 Northern Lights generators. Featured a large salon with dinette and 3 oversized staterooms. She's had many updates and is ready to go. Fantastic sea boat. Located in Texas. Contact Worldwide Central Agent.



61' JIM SMITH 1988. 12 cylinder MANs provide 32 kt cruise @70gph. 3 stateroom / 3 head layout. Major updates in 2012 include mezzanine with custom refrigeration, new teak deck and covering boards, all new interior. Excellent condition! Contact Worldwide Central Agent.



55' RYBOVICH 1989. 10Cyl MANs 2003. This boat has been completely redone between 2003-2013. She is in excellent condition. The exquisite layout allows for unparalleled entertaining. Huge cockpit. Truly a turn-key vessel. For enthusiasts, this is the ex. "Bull" Contact Worldwide Central Agent.



54' MARK WILLIS 1993. QSM11's with 1600 hours, installed in 2011. Two stateroom/ two head layout, new paint, mezzanine, all new Garmin electronics. This is a very nice boat! Contact Worldwide Central Agent.



50' F&S 2012. Volvo IPS drive system provides 30kt cruise speed. Very good sea boat with a spectacular 2 stateroom interior layout! A prime example of what a custom boat should be. Contact Worldwide Central Agent.



46' TIDES CUSTOM 2016. Powered by twin 715hp QSM11s, 12kW generator. This is a one-of-a-kind custom convertible that offers all the amenities. Come in now and choose your colors of paint, your own interior preferences, and your tower selection. Make this "your" custom boat! Contact Worldwide Central Agent.



44' RYBOVICH 1990. Twin 6V92 Turbos, Blue Printed. One of three 44' Exp. built by Rybovich. Always maintained to the highest standards by knowledgeable owners. Repainted, total interior refit at Rybovich, new teak deck & covering boards, new LED tower lights, running lights, interior accent lights. Truly turn-key! Contact Worldwide Central Agent.



42' RYBOVICH (MARGARITAVICH) EXPRESS WALKAROUND 2004. Twin 660hp Cummins QSM11 Electronic (2000hr Inspection 2014). The perfect boat for fishing or cruising w/ too many updates to mention. This vessel has been maintained by a professional captain and is lift kept. Must see! Contact Worldwide Central Agent.



42' INVINCIBLE 2014. Quad 300hp Mercury Verados. She has a tow eye, windlass, large console with head, Garmin electronics, dive door, painted hull, Gost system with infrared, and more! It's the only 2014 available! Buy a new boat without the wait! Contact Worldwide Central Agent.

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60' RICKY SCARBOROUGH 1998. New to Market with twin CAT 3412's. 3 stateroom 2 head layout and room to sleep 6. Upgrades in 2010 include new paint, generator, new bottom faired and painted. 2014 new A/C, engine mounts, hot water heater. Furuno 3D Navnet electronics, Garmin Plotter. Tournament proven.



68' WEAVER BOATWORKS 2008. Beautiful custom sportfish now offered for sale. New to market 4 stateroom / 3 head layout with teak mezzanine. 2400 HP MTU M93 engines, easy 38 kt cruise! 48kt top end! One of the finest Weavers built. Highly customized interior. (2) 25 kw Northern Lights Generators.



64' CAISON YACHTS 2006. Economical with C32s @ 1650hp. Just completed (10/14) paint job by American Custom Yachts, new teak deck, new enclosure, new carpet, upgraded electronics, watermaker, icemaker, bottom work (Sept. 2014).



102' DESTINY M/Y 2001. "Pushy" accommodates 10 guests in 5 large staterooms with an on deck master. Twin 2800 HP 12V400 M90 MTU's cruise 24 knots @ 1850 RPM, max. 30 knots. \$400,000 refit at the Rybovich yacht yard in 2010 with new AV systems, interior soft goods, electronics upgrades, etc.



2006 41' LUHRS CONVERTIBLE. Roomy 85-square-foot cockpit. Huge flybridge that ranks among the largest in her class. A factory hardtop was standard. Cummins 580hp diesels cruise in the high 20s and reach around 30 knots wide open.



58' DAVIS BOATWORKS 1998. 3/3 layout boat with 750 original hours on CAT 3412's, twin generators, water maker, maple interior, Eskimo icemaker and more!



2008 35' BOSTON WHALER CONQUEST. Must See! The Conquest is the largest cabin boat in Whaler history. Smooth, dry ride to get you to the fishing grounds. The Conquest offers a luxurious interior to add to its unsurpassed performance.



50' VIKING 1998 w/ 10 cylinder man engines. State of the art, new Simrad electronics with JL audio system. New bridge curtains, fresh bottom paint. Just completed full detail on topsides and hull.



58' MONTEREY CUSTOM 1988. 2003 CAT C-18s, many recent updates: paint, SS shafts, power steering, transom fishbox, 96 mile touchscreen Furuno radar, 41 ft. Rupp Tournament Outriggers.



57' ISLAND BOATWORKS 2014. 2013 White Marlin Open Winner. Twin C32 Cats 1650hp w/3-year warranties. 41 kt cruise, 48 kt top speed. Multi-level cockpit mezzanine seating, Sat HDTV, bait freezer.



41' ALBEMARLE 410C FACTORY DEMO. This demo boat was kept by the former owner of Albemarle Boats. Never registered. The person who buys her will be the original owner! Full of upgrades too!



42' LIBERTY YACHTS FLYBRIDGE 1995. Original owner. Low hour Twin 510hp MANs. Lightweight, rigid construction. Marlin tower, Soft ride, awesome layout, well maintained. One of a kind custom boat.

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74' EB 2007 \$2,795,000 Chris 813.503.8398
74' CNV 2006 \$2,795,000 Jason 941.518.1171
74' EB 2005 \$2,195,000 Jim 850.259.3246

70' VIKING



70' 2011 Viking Convertible
\$4,275,000
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68' VIKING



68' 2007 \$1,995,000 Jim 850.259.3246
68' 2006 \$1,550,000 Tony 941.527.1273
68' 2006 \$1,695,000 Jim 850.259.3246

65' - 60' VIKING



65' EB 2000 \$975,000 Randy 713.816.2165
64' CNV 2007 \$1,595,000 Tony 941.527.1273
60' CNV 2009 \$1,995,000 Jim 850.259.3246

63' - 60' HATTERAS



63' 2012 \$2,855,000 Jim 850.259.3246
60' 2008 \$1,549,000 Kevin 850.259.1229
60' 2003 \$775,000 Randy 713.816.2165

61' BLACKWELL



61' 2005 Blackwell Convertible
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56' VIKING



56' 2006 \$1,295,000 Jim 850.259.3246
56' 2004 \$895,000 Jim 850.259.3246

55' VIKING



55' 2013 \$2,375,000 Tony 941.527.1273
55' 2013 \$2,590,000 Tony 941.527.1273
55' 2013 \$2,650,000 Ron 941.545.6272

54' - 52' VIKING



54' 2008 \$1,190,000 Randy 713.816.2165
52' 2006 \$895,000 Kevin 850.259.1229

52' - 47' CABO



52' 2009 \$879,000 Randy 713.816.2165
47' CNV 2001 \$595,000 Stan 850.596.1645

50' VIKING



50' 2013 \$1,699,000 Steve 850.654.1575
50' 2000 \$585,000 Jim 850.259.3246
50' 1999 \$379,900 Jason 941.518.1171

50' MARITIMO



50' 2015 Maritimo M50
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Call Michael for details 941.725.2782

45' VIKING



45' OPN 2006 \$550,000 Eric 850.259.3172
45' CNV 2006 \$650,000 Kevin 850.259.1229

42' VIKING



42' 2013 Viking Open
\$999,900
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42' TIARA



42' 2007 \$429,000 Artie 850.259.7807
42' 2007 \$385,000 Pep 813.299.5884
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\$199,000



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\$39,900



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 T-480hp Yanmar Diesels
\$385,000



40' Ocean SS • 2001
 T-420hp Cat Diesels
\$205,000



40' Ocean SF • 1999
 T-420hp Cat Diesels
\$149,000



42' Ocean SS • 2006
 T-575hp Cat Diesels
\$349,000



42' Yellowfin • 2014
 3x350hp Yamaha 4-Strokes
\$529,000



43' Bertram Conv • 1989
 T-550hp Detroit Diesels
\$99,000



45' Hatteras Conv • 1986
 T-535hp Detroit Diesels
\$99,000



45' Viking Conv • 2004
 T-800hp MAN Diesels
\$369,000



46' Ocean SS • 2007
 T-865hp Cat Diesels
\$450,000



46' Ocean SS • 2005
 T-710hp Cat Diesels
\$415,000



47' Jersey SF • 1990
 T-450hp Detroit Diesels
\$125,000



50' Egg Harbor Conv • 2006
 T-825hp MTU Series 60 Diesels
\$499,000



52' Ocean SS • 2002
 T-825hp MTU Diesels
\$399,000



52' Viking Open • 2010
 T-1360hp MAN CRM Diesels
\$1,379,000



54' Viking Conv • 2008
 T-1550hp MAN Diesels
\$1,249,000



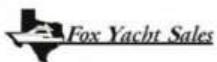
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60' Riviera Enclosed Flybridge 2005
Cat C30's, 4 staterooms 3 heads, new teak cockpit, 2 Gens., FLIR, Eskimo, water maker, Furuno & Garmin electronics. Absolutely pristine!! \$850,000 Call Peter Fox



61' Viking Convertible 2003
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40' Gamefisherman Express 1990
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35' 2003, loaded, 450 CAT's, \$210,000 Call Chris Fox
43' 2002 Refit 800 MANS \$460,000 Call Chris Fox



Cabo Expresses
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35' 2001, 3208 CAT's, \$125,000 Call Chris Fox
35' 2003, 450hp CATS, \$199,000 Call Chris Fox



65' Hatteras Convertibles
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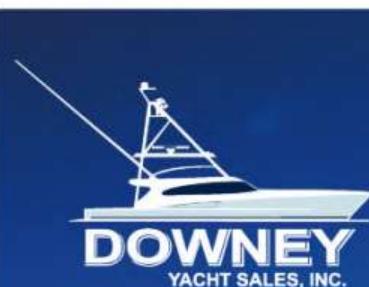
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Peter B. Wright

A LEGEND AND A FRIEND

I don't remember the first time I ever heard someone mention Peter B. Wright's name to me, but I do remember reading one of his stories shortly thereafter in another publication and thinking to myself, Why isn't this guy working for *Marlin* magazine? That was back in 2002, when I was working as *Marlin*'s managing editor. I went back to my boss at the time and asked permission to have him come in and discuss doing some work for us instead of our competitors.

The boss thought it might work, so I called him up and we had a great talk, as it's always so easy to do with Peter. (They don't call him the "Lauderdale Lip" on the Great Barrier Reef for nothing.) Pete is extremely smart and, more important, articulate. He can speak intelligently on a great number of topics, and doesn't tolerate bullshit for a single instant. He's a trained scientist, holding several degrees, so he knows the difference between what people think and what they really know. And he never stops learning, whether it's on the water or on the pages of his beloved *Economist*. I liked him instantly.

Pete agreed to come up to the offices and talk to us about coming on board, but only later did I find out that he was just planning on coming to say thank you very much for the offer and be on his way. He really wasn't interested in switching up, and was happy where he was at the time.

When Pete showed up, I'm pretty sure I was acting like a star-struck schoolgirl, and I peppered him with questions about the places he'd been and people he'd fished with around the world. We got along great, just as we had over the phone, and I was determined to get him to come to work for *Marlin*. At one point I said, "Come on, Pete, you're one of the best marlin fishermen in the world; you should be working for *Marlin* magazine." He came away impressed with our operation and our enthusiasm for the sport, and called us back a couple of days

later to accept a position as Editor at Large. I was thrilled.

What followed was a series of some of the best instructional fishing articles and columns on big-game fishing ever to grace the pages of any magazine. From fishing heavy tackle in the chair to boat handling to pulling lures, Peter shared his decades of experience with our readers, shaving years, if not decades, off their learning curve. Because I edited all of Peter's stories, I quickly learned his insistence on perfection and ended up being a Wright disciple on most things fishing.

Although he won't be contributing regularly to *Marlin* magazine in the future, he will continue on as our main instructor at Marlin University, so I'll still get to pass along any bits of wisdom I can glean during our trips to some of



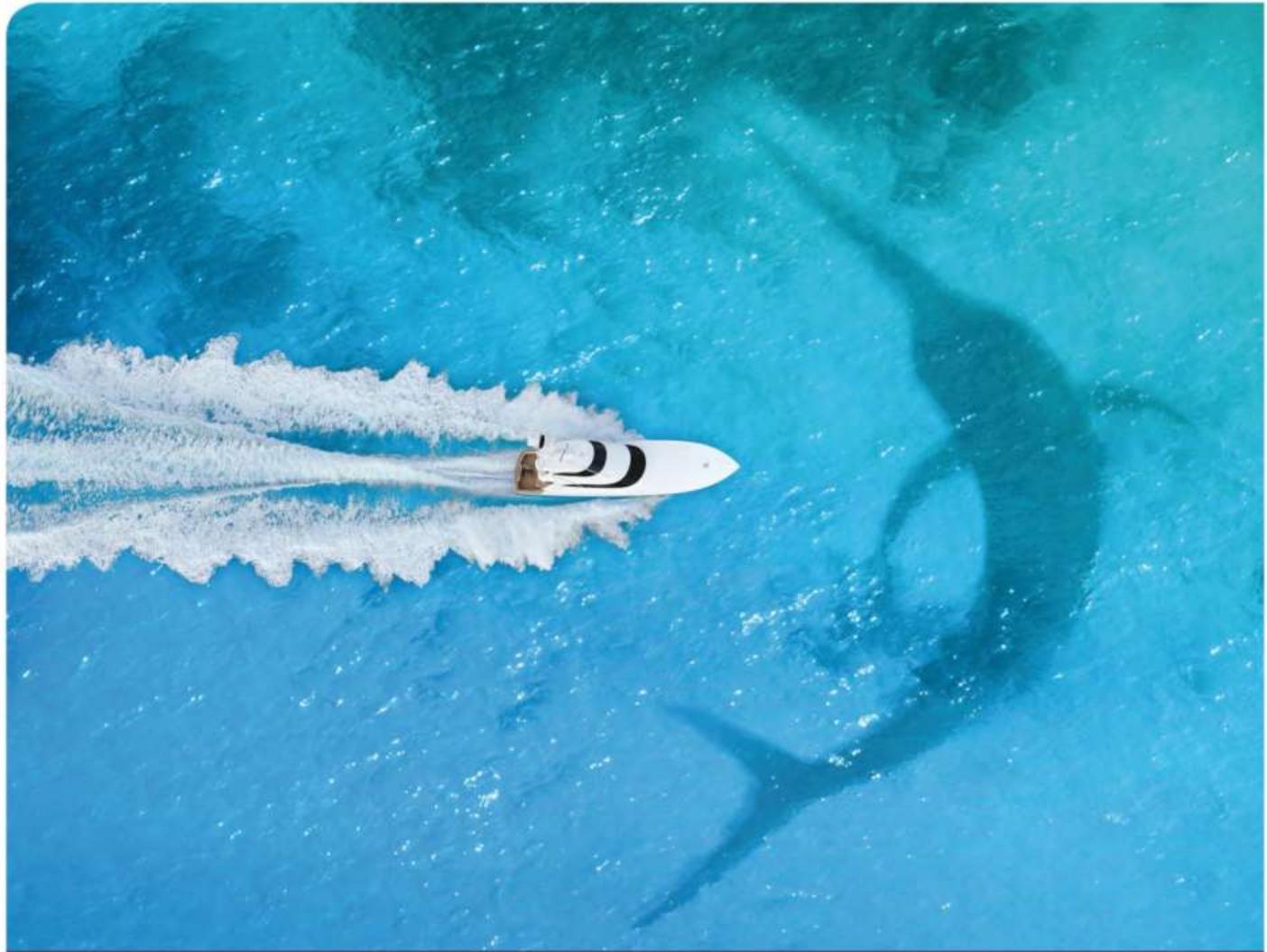
Globe-trotting Capt. Peter B. Wright never stops moving, and you can always find him on a good bite somewhere.

the best fishing spots on the planet. As you can probably tell, I hold a certain fondness for Peter. He's not only a smart, knowledgeable captain who made my job a lot easier; he became one of my dearest friends. He's a great traveling companion, and he never runs out of entertaining stories.

Thanks so much for sharing your time and talents with our readers, Peter, and thanks for making me a better fisherman and a better man. ☺

HERE ARE JUST A FEW OF WRIGHT'S LAWS:

- It doesn't matter what color your lures are. If you buy them and pull them, they will catch fish.
- It doesn't matter where you run your lures, as long as they go straight and stay in the water.
- No billfish can swim anywhere near 60 mph.
- If you don't have a chair in the boat, you're not a serious marlin fisherman.
- Most towers need to be more fisherman friendly.
- Boats go faster going forward than they do backing up — turn and chase the fish.
- Use single hooks in your lures and circle hooks in your baits.
- If your rod tips can't reach the corners with an angler in the chair, then you are at a decided disadvantage when targeting large marlin.
- The first liar never stands a chance.



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